

## RACING NOTES

**A**LTHOUGH concealing his identity under the disguise of an "Amateur," I have something more than a notion that the writer of the very able article published in last week's issue of COUNTRY LIFE, dealing with the new Point-to-Point Rules, is possessed of a singularly practical knowledge of point-to-point racing, and is therefore qualified—few more so—to express his opinion as to the working of the new rules. Presuming that I am completely with him in looking upon the present regulations laid down by the National Hunt Committee as being seemingly vexatious and needlessly irritating, and by no means calculated to promote the best interests of what is, I think, the cleanest and most thoroughly sporting form of racing, it does occur to me that possibly—more than that I do not say—not a little of the irritation which is undoubtedly felt might be allayed were the National Hunt authorities to give us their side of the argument; were they, I mean, to tell us candidly their reasons for what, on the face of it, does seem to be singularly arbitrary and unnecessary interference with point-to-point racing. I have, in my time, had a good deal to do with this branch of sport, and must confess that the restrictive legislation now enforced seems to me to be quite uncalled for; but seeing that the Stewards of the National Hunt Committee are themselves good sportsmen and, as such, broad-minded, kindly individuals, it is difficult to believe that they have not some reason for their line of action. Meantime, there is little doubt, in my mind, that the new rules are working in a manner decidedly detrimental to point-to-point meetings. I would go further and say to the interests of hunting and the good

feeling which we like to think prevails between hunting men and women and the farmers, to whose kindly forbearance and sporting instincts they are so deeply indebted. I gather that "Amateur" suggests as a possible reason for the action taken by the Stewards of the National Hunt Committee the receipt by the National Hunt Stewards of complaints that the growing popularity of point-to-point races is interfering with the gate-money taken at some of the smaller fixtures held under National Hunt Rules. All that I can say is that, if it be so, a very deplorable state of affairs has arisen. Be that as it may, it is clear that owing to the new rules several point-to-point meetings have had to be abandoned, and that others are being held, so to speak, "under protest." Something is wrong; that is evident. I have a notion that I might be able to indicate the cause of the trouble—one of the causes, at all events—but the opinion of others would probably be of more value than my own, and to that end I am sure the Editor will willingly find room for any correspondence dealing with the subject.

Most ably assisted by the Messrs. Pratt, the National Hunt Committee held a veritable steeplechasing carnival at Cheltenham on the Wednesday and Thursday of last week. It was, too, just one of those occasions—none too frequent—upon which all goes well, even the weather being exceptionally fine for the time of year. As for the attendance, it was immense; everyone was there, and it was quite in keeping with the character of the meeting that the National Hunt Steeplechase itself should have been won by a genuine hunter, for such Captain S. P. Yates' Kransfugl undoubtedly is. He may have been lucky to win, for it



NATIONAL HUNT STEEPLECHASE: THE FIRST FENCE ENTERING THE COUNTRY.

seems to be the fairly general opinion that had Mr. Ian Straker made more use of Wavelet, he would have won the race instead of losing it by a length and a-half; but he won, and it may well be, too, that Mr. Straker rode Wavelet as he ought to have been ridden, the critics notwithstanding. Kransfugl is, by the way, quite a well-bred animal, by Missel Thrush out of a mare by Gulliver out of Birthright 22, by Ben Webster out of Ladylike, by Newminster. Gulliver, I may add, was by Galliard out of Distant Shore, and was, therefore, half-brother to St. Damien—a very successful sire of jumpers in France—and to Arcadia, dam of Cyllene. Kransfugl, moreover, belongs to the Bruce Lowe family 22, of which St. Frusquin, Your Majesty and other good race-horses are members.

I was, unfortunately, unable to see the running for the National Hunt Steeplechase on Thursday, and am not, therefore, in a position to say much as to the merit of the American chaser in running second to Strangways. A very practical judge—he is himself one of our leading cross-country riders—tells me, however, that the horse ran well, so well that he thinks he must have a chance in the Grand National, an opinion which is apparently shared in by a good many people who saw the race. All I can say is that, even admitting that but for a blunder at one fence Highbridge might have won instead of being second, I do not myself see that his performance at Cheltenham showed much, if any, improvement upon the one he gave when, on his first appearance in this country, he

April 4th). Surely this is a ridiculous price to take, the more so when we come to think that although Rathnally may be the good horse he is supposed to be, he has yet to prove himself so in public. He did run second to Glenside the year before last, and it is true that in that race he had been knocked down and remounted, also that he not only made up a lot of ground, but was running strongly on at the finish. But no one could call that particular Grand National a "race." Then, last year, Rathnally was backed for pounds, shillings and pence, as the saying goes; as a matter of fact, he started just as good a favourite as Jerry M. What he did was to fall at the third fence; but his stable companion, Bloodstone, although quoted at 40 to 1 in the betting, was so far able to come to his rescue that he finished second, six lengths behind Jerry M. All sorts of excuses were made for Rathnally, but from that day until he ran for and won the Open Chase at Hurst Park, he showed nothing approaching Grand National form. At Hurst Park he did jump in splendid style, but that is all that can be said; for of his four opponents two, Flax Seed and Bloodstone, fell, and it is evident that if he could not have beaten Agnes M. at even weights, we need not have given him further consideration. I might perhaps add that, unless I was mistaken, Bloodstone was by no means at his best at Hurst Park. I should not, indeed, be at all surprised if, fit and well on the day he did not again finish in front of Rathnally in the Grand National. I dare say, however, we shall be able to form a better opinion as to Rathnally, for I understand that he will run for the Lancashire



THE WATER JUMP IN THE COUNTRY.

ran second to Glen Heston in the Prince of Wales's Steeplechase at Sandown Park. Why I think so is as follows: At Sandown Park he beat Strangways, to whom he was giving 20lb., by three parts of a length; at Cheltenham he was giving 22lb., and Strangways beat him by three lengths. I gather that the blunder he made was not a very serious one; and making some allowance for it, according to the calculations set forth above, it does not seem to me that there was any very great improvement in form. It is, of course, possible that Strangways may have "come on" since running at Sandown Park, and, if so, we might perhaps take a different view of the situation. I expect, however, that at Aintree the American chaser will find the company a bit too good for him. Strangways was bred by Lord Londonderry, and is well bred enough for anything, being by St. Frusquin out of Helen Mary 22. Students of breeding will, by the way, note it as a curious coincidence that the respective winners of the two big steeplechases at Cheltenham, Kransfugl and Strangways, should both belong to family No. 22. There was a Grand National Trial Steeplechase at Newbury on Friday last, but I do not know that it told us much about the prospects, if any, of the runners for the big steeplechase itself, unless it was to emphasise the fact that, safe and steady jumper though he be, Thowl Pin is too slow to have much chance of winning a Grand National unless owing to the misfortunes of more brilliant opponents.

At the time of writing (March 16th) 11 to 2 is about the best price offered against Rathnally for the Grand National (run on

Steeplechase on Easter Monday. I wonder, by the way, what sort of price the bookmakers will offer against him for the Grand National if he wins at Manchester!

*A propos* of the Grand National, I hear that there is some probability that the Austrian chaser, Yumagata, may be sent to take his chance, and that, if he runs, he will be ridden by his owner, Mr. F. Bartosch. All that I know about him is that he is a seven year old with 11st. 8lb. to carry—10st. 8lb. before the scratching of Jerry M. brought about an all-round rise of 14lb. in the weights—and that, I am told, last year he won the Great Padubitz Steeplechase, a race run, I understand, over the same distance as the Grand National, and over fences of a similar description to those at Aintree. I am also told that he won the race in 10sec. less time than Jerry M. took to win the National! But what weight he carried I do not know, nor, for the matter of that, the exact measurement of the course or the state of the going.

If anyone fortunate enough to be the possessor of the three volumes—no more were published—of the splendidly illustrated journal, *Racing Illustrated*, will turn to Vol. II. he will there find a series of pictures of Kempton Park and its surroundings. One of these is a portrait of a mare and foal—Half Moon, with her colt foal by Monsieur de Paris. Three years previously Half Moon had a chestnut filly by St. Honorat, and it is with that filly that I am just now interested; for this reason—a good many people seem to have forgotten that, as on Monday next, so eight years ago, the flat-racing season commenced at Kempton Park, and it was the



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filly just referred to who, under the name of Santa Luna, won the Fitzhardinge Plate—the first race of the year—for her owner and breeder, the late Mr. S. H. Hyde. The Queen's Prize at Kempton Park on Easter Monday is the first handicap of any importance with which we shall have to deal, and all that I can say about it at the time of writing is that I believe Aye Aye to be a certain runner, and possibly the winner of the race. At the Manchester Easter Meeting Rathnally ought to win the Great Lancashire Steeplechase, and Braxsted ran sufficiently well at Newbury to suggest that he may win the Hurdle Race.

TRENTON.

## CORRESPONDENCE.

## THE BRUCE LOWE FAMILY NUMBERS.

SIR,—I have followed with the closest interest the articles and letters which have appeared in your paper during the past few months, and the divergence of opinion among people at home prompted me to seek the opinions of one of my American friends familiar with breeding on both sides of the Atlantic. The other day I met Mr. John S. Macdonald, whose name is familiar to racing and breeding people here, in America and in France. I confess to some surprise when I found that Mr. Macdonald was fully as familiar with the series of articles which have appeared in COUNTRY LIFE as I was myself, more especially as he had only just reached England. We had a decidedly interesting talk on the subject, and I am sure his views would interest your readers. I will endeavour, as far as memory permits, to reproduce them. "This is nothing new to me," he said. "The subject is as old as the first American invasion. You might refer to the *doyen* of English trainers, John Porter, and you could ascertain from him that the first two winners he ever trained were American horses, and at that time there was more or less discussion about the admission of importations in the English Stud Book. Ten Broeck was at the head of the American invasion, and often discussed breeding with the late Admiral Rous, and beat him, too. Admiral Rous took a decided interest in American breeding, but that was on the eve of the Civil War, which put an end to the American invasion and also proved disastrous to the American breeding interests of that time. So much for the first American invasion. There is no trace of any of the American horses of that day in the English Stud Book after the first few years in this country. Now, in regard to the breeding in America," continued Mr. Macdonald, "the prolific writers who are so glib in asking questions and by innuendoes referring to the keeper of the English Stud Book fail to point out a safe and sure method of preserving the English Stud Book pure and untainted. One of the writers boldly proclaims that no animal should be entered in the English Stud Book unless he traces directly to the tap-root of one of the Bruce Lowe families."

After telling me that it was his great pleasure to have had the personal acquaintance of Bruce Lowe, "who came from Australia to San Francisco, and from the latter place to New York," Mr. Macdonald said: "Lowe's manuscript was read by a number of American breeders and racing men, and at no time did he refer to his book or his method as a hard-and-fast rule of breeding horses by mating animals who possess a number of figures without the necessary qualifications of conformation, disposition, bone and substance; and in the mare he always contended while in America that she should possess great speed, and that the only thing that made a great race-horse was nervous energy, with the power to transmit either in sire or dam. He contended that with his book as a reference, breeders could usually select the strains to breed from. He also conceded that the preponderance of numbers in certain families gave a preponderance of winners, but with the necessary qualifications the mating of thorough-bred families outside the selected few was likely to produce as great and good a result as of the favourite families. Bruce Lowe, to whom all honour be given, passed away, and after his death his great work of practically a lifetime has been mangled and distorted. The purposes of the book have been used for selfish interests; consequently, one must take the figure system in the view that Bruce Lowe held that conformation, disposition and other essentials were absolute to make successful the mating of thorough-breds." Turning to the question of tainted American mares, Mr. Macdonald said: "A letter is on record and can be found in America from Admiral Rous to Major Barak Thomas, that if the American breeders expected results from such horses as Leamington and Phaeton they should go into the business of breeding coach-horses at once; yet the Admiral lived to see a son of Leamington from a strictly bred American mare, Maggie B.B., win the Derby, and a grandson of Phaeton, Foxhall, win the Grand Prix in Paris, making all his own running and beating Tristan, the crack English three year old, cleverly. Foxhall, later on, as a three year old, won the Cesarewitch and Cambridgeshire with top weight, a performance that has not been equalled since that time—1881."

"So much for performances and opinions. Now for facts. Twelve years ago," Mr. Macdonald went on, "I talked with young Mr. Weatherby, and later on with Mr. Weatherby senior, on this very subject that had been thrashed out in COUNTRY LIFE, and the question was also discussed of the cost price of the Stud Book, which then, as now, is the cheapest and best book of any kind published. And, mark you, there is nobody more anxious to keep the English Stud Book pure and free from taint than the majority of American breeders. People who have things for sale may write flippantly of Colin, Americus, and other horses, but it is not too late to rectify the mistake, if a mistake has been made, in admitting them to the book. What I would suggest is that the cost price of the Stud Book should be commensurate with the labour and trouble entailed in publishing it, and that in the forthcoming volume all horses and mares that have left England, and all importations from foreign countries, should be placed in an addenda, and, without going into their pedigrees, merely state that the pedigrees can be found in the official book of the American, French, Russian, German, or whatever Turf authority there is in the country whence they came. This would keep the Stud Book free and clear from any possible taint. It would make it far better for purchasers who come to England to buy and should prove a boon to foreigners."

"To be sure," he continued, "Marian, dam of Emperor of Norfolk, has what may be termed a doubtful pedigree, but the mare has the credit of being one of the bright particular stars in the annals of American breeding, for she threw nothing but champions, including King of Norfolk, Emperor of Norfolk,

El. Rio Rey, Rey del Rey and Yo Tambien. There are others I could mention, but I do not think the subject is worth the time and space that has been devoted to it. It is true that in a case like that of Shogun—a superlatively good race-horse—it is a great hardship to be deprived of a space in the English Stud Book, but this may be attributed to the laxity of breeders who fail to register thorough-bred mares so as to secure the half-bred allowance, and from what I can learn this is what happened in the case of Shogun. Some writers have declared that under no condition would they have an animal that had the slightest American taint in its pedigree. From a broad view point this is all right, but from the racing standpoint these men will see their entries down the course in many a race won by horses with a taint of American breeding. There is a saying, "Mr. Macdonald concluded, "that the Englishman's patriotism is measured by his pocket. I do not think that is true; but I will suggest to the English breeder that he digs a little deeper into his pocket and agrees to pay a little more for the Stud Book, thus enabling the compilers to have an addenda which contains the names of all foreign-bred animals, with merely a reference to their place in the Stud Books of their respective countries. Colin's name can be placed there, also that of Americus, as well as the one hundred and fifty-four mares that are causing so many writers and small breeders sleepless nights and days, full of fallacious argument."—GEORGE F. ALLISON.

"Trenton" has all along maintained that the Bruce Lowe family numbers were merely indications of the distinguishing characteristics of certain strains of blood.—Ed.]

## TRANSMISSION OF FAULTS THROUGH SEVERAL GENERATIONS.

SIR,—In the course of your "Racing Notes" in the issue of COUNTRY LIFE dated March 15th, when dealing with the question of the admission of "half-bred" mares into the English Stud Book, you ask the question, "Will eight generations of pure breeding suffice to obliterate the taint?" In this connection I should like to call your attention to a paragraph appearing in the *Field* for March 15th (page 533), under the title "Knots: A Study in Heredity," in which Mr. G. Bathurst Honey tells us of the curious results accruing from the crossing of some "knots" (hornless cattle) of unknown ancestry with pedigree shorthorn bulls. The offspring from this mating resulted in heifer calves which were always hornless, and bull calves which were always horned, and this was the case with all succeeding generations in which "the hornless heifers were always crossed with pure-bred shorthorn bulls, but the female offspring were all hornless and the male all horned." A diagram follows, showing the regular appearance of hornless females throughout five generations, and the writer points out that "By the rules of the Shorthorn Society, the offspring of any cow, after having been crossed with pure-bred shorthorn bulls for five generations, is eligible to be entered in the Herd Book. On this principle the cow in the illustration, though entirely devoid of horns, is eligible for registration as a pure-bred shorthorn!" It is not quite clear whether the experiment was pursued beyond the fifth generation, although it would appear from the context that this was the case, and that hornless heifers continued to appear; but in any case there is no reason why the taint should not have been handed down indefinitely, for every heritable character which is manifest in an animal is represented by some factor or factors in the germ-cells, and is, consequently, capable of being passed on unimpaired to future generations. Whether any members of subsequent generations show the same character or not depends upon whether the factor responsible for that character happens to have been passed on. Nor is it always the case that the taint is manifest in each succeeding generation (as in the foregoing example), even though the factor be present in the germ-cells. It may lie dormant for any number of generations by reason of the fact that certain "recessive" characters are never manifest in the body of an animal unless a double "dose" of the factor which produces that particular character has been inherited, *i.e.*, one "dose" from each parent. In other words, such taint will only become visible in the offspring of parents each of whom carried at least one "dose" of the requisite factor. On page 782 of the *Lancet* for March 15th, the Assistant-Director of the Galton Laboratory, Mr. David Heron, D.Sc., states that (in human beings) "cases are on record of defects where no defective has appeared in the ancestry for five generations, yet owing to the presence of a so-called DR\* ultimately mating with another DR, the defect has appeared in full force in the offspring." The great lesson to be learnt from these facts is this: That in humans, as well as in horses, great harm may result from the union of parents each of whom, though they may be sound themselves, have a taint somewhere in their family tree. For these reasons it is obvious that the admission of "half-breds" into the Stud Book is a source of danger which may ultimately threaten the undoubted supremacy of our thorough-breds, with whom inbreeding is carried on to such lengths that it is no uncommon thing to find the name of some horse of doubtful lineage occurring several times in the same pedigree.—H. SELWYN HODSON.

\*A DR in this connection is a person who, although he does not himself manifest the defective character, nevertheless carries a single "dose" of its factor in his germ-cells.

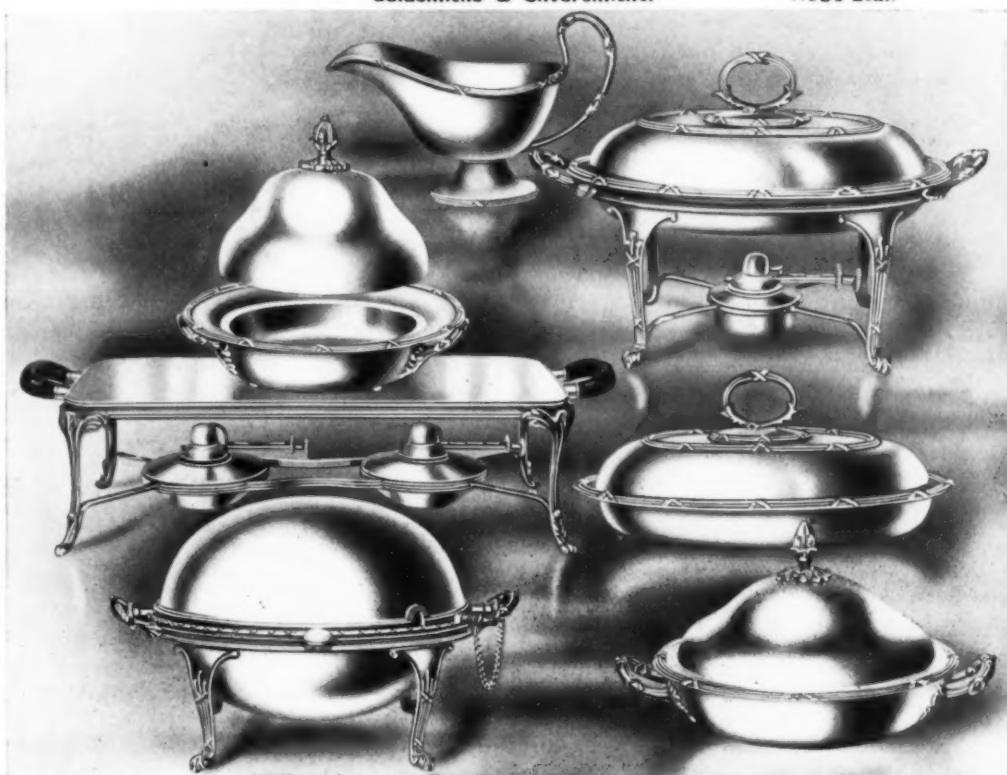
THE annual meetings of many societies which perform good work in an unobtrusive way serve a useful purpose in reminding us of their existence and calling to their objects the attention they deserve. One of such is the society known as the Boy's Country Work Society, whose annual meeting, presided over by its chairman, Lord Shaftesbury, was held at Lord Ashburnham's house, 39, Portland Place, last week. The object of the society is to take boys from London and other large towns where so often "blind alley" occupations are the only openings that await them and to place them under careful supervision on farms in districts where such labour is wanted. At present there are over three hundred lads under the society's supervision in different parts of the country, and a few who expressed a keen desire to emigrate to the Colonies have been assisted to do so. Interesting testimony to the good work done by the society was given at the meeting by Cardinal Bourne and the Bishop of Stepney, and the Hon. Roland E. Phillips gave an account of the society's operations. The president of the society is the Bishop of London, and Lord Ashburnham's daughter, the Hon. Venetia Baring (who made a delightful little speech), acts as hon. treasurer.



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# The "Country Life"

## Architects' Competition

### for a

## Country House to be Built in Sussex from the

### First Prize Design.

SO great was the pleasure evinced by the readers of COUNTRY LIFE at the results of its first architectural competition, and so lively and keen the interest taken in it by architects, that another of still greater importance is to be held, with prizes and fees amounting to about three hundred and fifty pounds. It offers the most practical and useful test that can be devised, because the ideas expressed on paper will have to stand the ordeal of being transformed into bricks and mortar on a beautiful site at Forest Row, Sussex. In last year's competition plans were submitted for a cottage—a place contrived for pleasant week-ends. The new scheme is for a residence of importance; the winning design will be built under the supervision of the architect, and will thus form an enduring proof of his skill. In recognition of the importance of having the design interpreted in a careful way by contractors of high reputation and proved capacity in country work, it has been arranged that the building shall be carried out by Messrs. Perry and Co. (Bow), Limited, of 56, Victoria Street, Westminster, and Tredegar Works, Bow, E.

Needless to say, the scope and details of this competition have been elaborated only after careful thought. The scale of the house gives the architect an adequate opportunity to show the resources of his art, but it has not been chosen with any idea of belittling the architectural importance of cottages. On the contrary, it is the determination of COUNTRY LIFE to encourage such buildings, until the places where they are needed become studded with dwellings which follow the best traditions. But a building on which only a few hundreds are to be spent is too rigid in its limitations to afford much scope. If the architect has to provide a hall, dining-room, drawing-room, library and about eight bedrooms, he has room for the development of serious design. His resourcefulness will not be choked in this competition by a too low money limit, but he can use his ingenuity in providing a family house of reasonable spaciousness. A man of moderate fortune is prepared to pay between three and four thousand pounds for the building of his home. In fixing upon these limits, it is hoped that COUNTRY LIFE has hit the happy mean between too little and too much.

#### PRIZES.

Prizes of Eighty Pounds, Forty Pounds and Twenty Pounds will be awarded to the designs placed First, Second and Third respectively. The winner of the First Prize will receive, in addition to the sum of Eighty Pounds in cash, the customary remuneration (in accordance with the R.I.B.A. schedule) for his services in providing the designs and superintending the building of the house.

Two additional Prizes of books in the COUNTRY LIFE Library of Architecture and Gardening, each to the value of Ten Pounds, will also be awarded to commended designs.

A Prize of Twenty Pounds will be given for the best perspective view, showing the house and its garden, to be chosen from among those which accompany unpremiated designs.

A Prize of Twenty Pounds will be awarded to the best model of the house submitted (whether in connection with a premiated or an unpremiated design), but if less than twelve models are submitted, the prize may be reduced to Ten Pounds, in which event a Prize of Ten Pounds will be awarded to the design placed fourth.

#### JUDGES.

Mr. Edwin L. Lutyens, A.R.A., F.R.I.B.A., Mr. P. Morley Horder, F.R.I.B.A., and Mr. Lawrence Weaver, Hon. A.R.I.B.A., have consented to act as Judges in the competition, and their awards will be final and binding.

#### THE SITE.

The site chosen for the house is of about two acres, on the Ryst Wood Estate, Forest Row, Sussex, less than a mile from Forest Row Station (L.B. and S.C.R.). It has great possibilities, and occupies a beautiful situation which commands wide views over the Ashdown Forest Golf Links. The full printed Conditions governing the competition are now ready and will be posted to architects intending to compete, on application to the Editor of COUNTRY LIFE, 20, Tavistock Street, Covent Garden, London, W.C. Appended to them will be a form to be filled up by intending competitors, on receipt of which plans and full particulars of the site will be forwarded. Architects competing are at liberty to inspect the site, which is clearly marked out, but it is not essential that they should do so. A model of it has been prepared by Mr. J. Simpson, the well-known designer of golf courses, and may be inspected at the offices of COUNTRY LIFE.

#### THE HOUSE AND ITS ACCOMMODATION.

The accommodation should consist of hall, dining-room, drawing-room, morning-room or library, kitchen and usual offices, not less than six bedrooms and two dressing-rooms for the family, two bathrooms, etc., and the servants' bedrooms, which may be provided in an attic storey. A garage for a single car is to be provided, and it can be either a separate building or combined with the house. Provision must also be made for the housing of an independent electric-light plant. A public water supply is available, but drainage must be by an independent system.

No restrictions are laid down as to materials to be used (except that slates are not allowed), or as to the type of design. Competitors will recognise that the range of possible treatment in Sussex is wide, but they are recommended not to rely for their effect on costly materials. Importance will be attached by the Judges to the provision of a simple, sane and practical family house, which would not be regarded by a client of average education and taste as being unduly austere or unusual in its character.

#### THE GARDEN.

Competitors will indicate their garden scheme, and are at liberty to use their discretion as to the removal of trees. They are expected not to design an unduly elaborate garden, which would involve considerable cost in maintaining. The plan will show that part of the site lends itself to being kept as a wild wood garden.

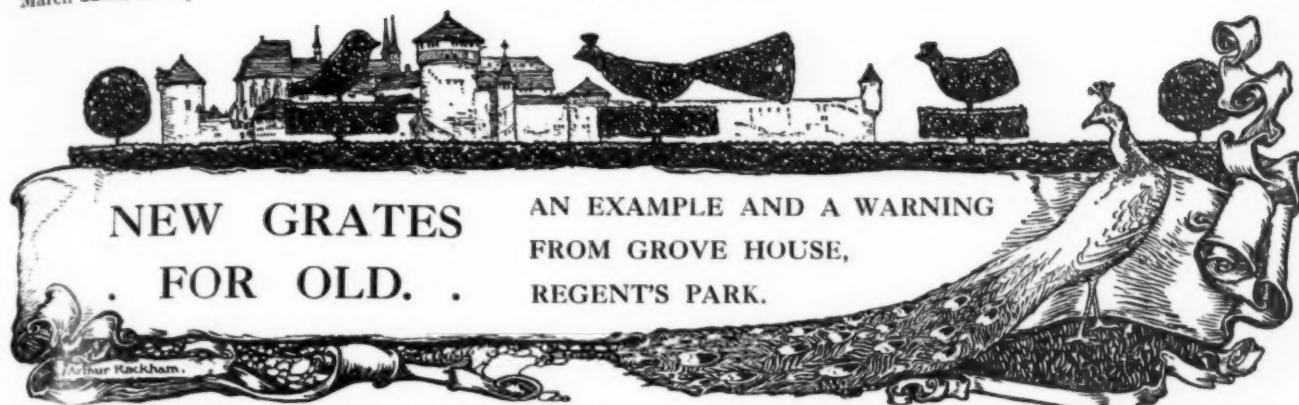
#### DRAWINGS, ETC.

The number and size of the drawings to be submitted, date of sending in, etc., are given in the printed Conditions governing the competition, from which the above notes are extracted.

#### THE HOUSE WHEN BUILT

to the First Prize design will be illustrated in COUNTRY LIFE by a large number of photographs in the series of "Our Country Houses of To-day."





ALADDIN was hardly more disconcerted by his princess's bargain in old lamps than the owner of a historic mansion may well be whose friends have persuaded him into an installation of modern grates, without careful consideration of the risks to be guarded against. Everyone knows pretty well by now the risks attaching to furnace and boiler heating in old structures, where unsuspected timbers may abound; but very few probably fully realise the intense heat developed by modern fireplaces. The gradual evolution of the grate in its adaptation to burning coals in place of wood has produced a most admirable type, which deals with the material on the lines of a retort. The fire-clay bodies of a modern grate become well-nigh incandescent and transmit a very active heat throughout the substance of the surrounding brickwork. So alive have the District Surveyors in most localities become to this fact that it is common for them to insist on a whole brick, that is, a nine-inch thickness of solid brickwork, at the back of all grates, even when back to back. Anyone laying a hand on a wall of even this thickness, at the back of a modern type of grate, will find that it is as much as he can bear for more than a short period. In modern

buildings this characteristic of high heating power, combined with economy of fuel, is an enormous advantage, and where stacks are internal, the average temperature of the whole house is beneficially raised. When, however, we are dealing with old buildings, that is, all buildings up to the end of the first thirty years of the nineteenth century, much circumspection and skilled advice is urgently necessary. The narrow escape of the very interesting house now illustrated, built by the famous Regency architect, Decimus Burton, in 1822-24, is a striking warning of these unsuspected dangers. Grove House was built for George Bellas Greenough, Esq., a personal friend of the Prince Regent, and was an excellent example of the Neo-Grec villa of the time. Subsequent alterations have deprived the exterior of its original interesting grouping, so much so that the late Sir Lawrence Alma-Tadema, O.M., R.A., who had thoughts of leasing it, said, "No, I will not take it; they have spoilt it." This remark, however, does not apply to the very charming interior, which preserves in the main the work of Decimus Burton almost unaltered. The house is now owned by Mr. Sigismund Goetze, the well-known artist, who, with his keen interest in decorative painting, thoroughly appreciates



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LOOKING INTO THE MUSIC ROOM.

"COUNTRY LIFE."



SOME OF THE MUSIC ROOM PANELS.

its fine planning and pure Greek detail. To him the loss by fire would have been an almost irreparable blow, for in its spacious music-room he has created an interior well-nigh unique in London as an example of decorative figure painting on a large scale. The panels illustrated speak for themselves as examples of symbolic figure painting, illustrating the classic myths associated with music and incidents suggested by Ovid's

*Metamorphoses*. There are seventeen panels in the completed scheme. The illustrations cannot, of course, give the key of the colouring, which is highly interesting in itself. The artist explains that while adopting in the main the delicate tones of Puvis de Chavannes, he has infused a note of light and warmth in those panels where the subject has enabled him to suggest dawn and sunset. These kindling tones are managed



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GROVE HOUSE: THE LIBRARY.

"COUNTRY LIFE."

with great skill, so as not to destroy the values of the cool greys, cold blues and dull greens, which keep the whole room in a delicate decorative tone suitable as a background for a social apartment. All gold has been eliminated, and the decorative ovals used as centres are in mother-o'-pearl and platinum, so as to obviate any disturbance of the scheme as a whole by undue high lights.

In the photographs, of course, these and the garlands are darkened, as is inevitable, for no reproduction can do otherwise than alter to some extent the artistic values. So rarely do we see in England figure-work so completely carried throughout an interior, that few will see this fine apartment without congratulating the artist on his boldness and skill in creating so much beauty in the staid surroundings of Regent's Park. This music-room is an alteration of the house effected by the former occupant, and has been obtained, unfortunately, by the destruction of Decimus Burton's fine peristyle of columns, as may be seen on the original plan given herewith. It is an internal gain at the expense of the external architecture. In the same way the addition of extra bedrooms on the first floor has destroyed the interesting grouping, in level lines and vertical masses, which was the original architect's conception of the villa. This combination of Greek detail with grouping that recalls the

massing of Egyptian temples appealed very strongly to Decimus Burton, who resorted to it in several of his villa designs.

Decimus Burton was an interesting personality. Born in 1800, he outlived well-nigh all his contemporaries, dying in December, 1881, at the



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STUDIO.

"C.L."

same time as Salvin and Street, who then stood for all that seemed most vital in architecture. He is best remembered for the beautiful screen at Hyde Park

Corner, a classic which has always commanded the admiration of artists of all schools of thought. The United Service and Athenæum Clubs of 1827-30 are also his work, and the simple dignity of the latter will always command respectful criticism. Of innumerable domestic works, few perhaps deserve more attention than these interiors at Grove House. The rotunda is

an extremely clever Neo-Grec apartment. The classic example of the Illyssus Order is used without pedantry, and the coffering of the dome is remarkably just in scale and interesting in detail. The library is a very successful room, with its well-thought-out mahogany fittings and oval ceiling. The frieze of panels, which are based on casts from the Parthenon, is contrived with due attention to the scale of the interior.



GROUND PLAN.

SCALE OF FEET  
PLAN.



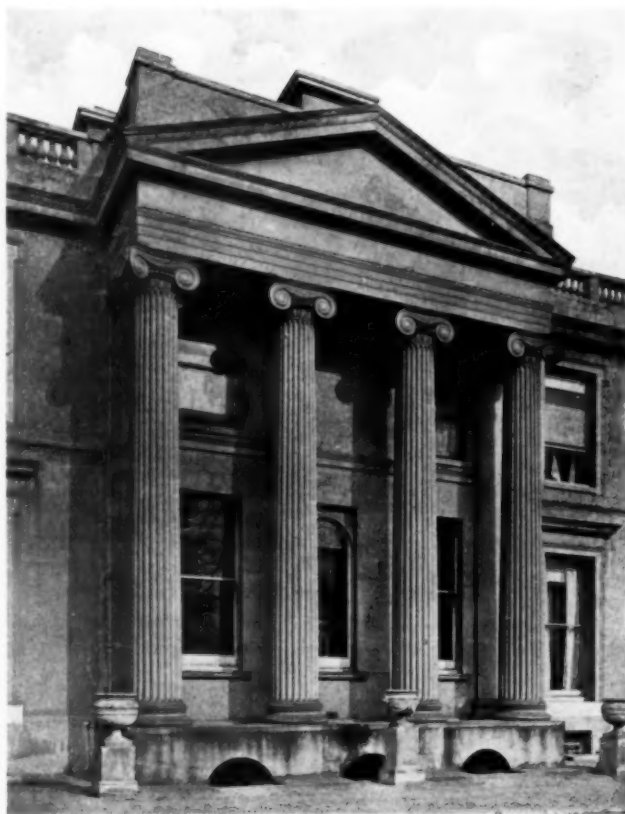
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THE ROTUNDA.

"C.L."

The planning of the whole ground floor is remarkable for its stately grouping as a whole. It forms a fine suite, and yet affords a series of rooms that are pleasant to live in. How nearly all this fine work disappeared in a night remains to be shown, and to afford a warning that all owners of old houses may well take to heart. A new grate had been installed in the large bedroom over the music-room. It was of a type with iron sliding doors that can be drawn together, closing in the

fire so that in fact it becomes a furnace. No harm would result in a well-built modern house, or in an old one, if rigorous investigation proved that no timber was anywhere near. In the present case, in addition to the usual wall-plate and joists, there was a bond timber on the top of the joists, built in the thickness of the wall, as was customary in former days. By the action of the grate this bond timber was reduced to a condition of charcoal. By the greatest of good luck the smoke and burning only became serious at 6 a.m., when the servants were already about. There had been a fire in the grate late the previous night, but fortunately the floor joists of the spaces surrounding the rotunda were covered, not by the usual boards, but with tiles and cement, a custom at that time. This construction acted as a damper to the outbreak of the fire, which would otherwise have taken place in the earlier hours of the morning. How far-reaching the constructive dangers of these old houses may be will be realised when the further stage of this fire is described. The joists in contact with the bond timber were all charred and burnt, and the main trimmer, carrying the upper part of the rotunda, was charred to a depth of one and a-half inches. The burning fragments fell down the pockets formed by the rotunda curve and its niches, these being all executed in timber-studding and plaster. In this way the fire burst out on the ground floor when it seemed to be stopped above, and very little was needed to have converted the whole centre of the house into a roaring sea of fire. Those who have had to do with cases of fire in old houses know how inexplicably fire spreads throughout the structure. Some have seen in this the explosive effect of heated gases and vapour, and witnesses have described how a fire seems to jump from one corner of the room to another in a flash. Mr. Sigismund Goetze is to be congratulated on his narrow escape, and on the fortunate ease with which the damage can, in this case, be restored. The dangerous bond timber has been cut out and replaced in bricks and cement, with nine-inch brickwork at the back of the



Copyright. GROVE HOUSE: THE PORTICO. "C.L."

no one, as a rule, knows the constructive history of an old house. Many a house is far older than its external appearance may suggest. The writer in a recent alteration had extraordinary evidence of this, the removal of plaster disclosing a bewildering series of closed window openings and doorways in a structure that was not supposed to have had a century's existence. In this case, on taking down an internal stack at the back of the grate—fortunately of an old and ineffective type—there was discovered in the middle thickness of the apparently solid wall, of one brick and a-half thick, a complete wooden window-frame built in and forgotten. A mere half-brick, of more or less loose brickwork, separated this concealed woodwork from the back of the grate. Such dangers as these are the true explanations of many mysterious fires, and they call for the most careful thought and action on the part of owners of irreplaceable historic mansions in all that concerns the element of fire.

ARTHUR T. BOLTON.

## KENNEL NOTES.

### BLOODHOUNDS SUCCESSFUL.

SENTENCES of seven and five years' penal servitude passed at the recent Sussex Assizes have ended the rick-burning episode to which I have referred on a previous occasion. Had it not been for the valuable assistance of Captain Hoël Llewellyn's bloodhounds this sequel might never have been reached, and the "fire birds," as the local farmers called the terrorists, might still have been at large to do more damage. The case was really very simple, being an ideal one in which to employ hounds, but it might well have been bungled if the local police had not been ready to follow the advice of the handler, P.C. Wilson of the Wiltshire Constabulary, who, of course, knows the importance of keeping the ground unfoiled until the line has been picked up. As it was, Mr. Justice Ridley commended the police for the manner in which they had managed the affair. It is somewhat difficult to say how far the evidence of the hounds should be admissible, the obvious conclusion being that corroborative testimony of some kind is also necessary before a conviction can follow. Fortunately, in this instance the identity of the footprints leading from the burning stack parallel with the line followed by the hounds was well established, boots belonging to the prisoners corresponding with them. Let us hope this disagreeable business is now at an end. The two stacks burned down by the prisoners were valued at £221, and the total number of outbreaks since the September of 1911 was sixteen. Unless prompted

by revenge, crimes of this kind always seem to me so lacking in motive that I can never imagine the state of mind which induces a man to commit them, but we have to deal with facts as they are. A good deal of crime exists in many rural districts, some of it of a petty nature, some more serious; but whatever may be the description, in the interests of justice it is desirable that it should not remain undetected. The West Sussex incendiarism has proved that a useful detective agency is remaining almost entirely neglected for want of a little system and enterprise. In the course of time probably other Chief Constables will follow the example of their Wiltshire *confrère*, who has no doubts whatever as to the value of hounds in cases of a certain class.

### POLICE DOGS.

Some confusion has been caused by the indiscriminate use of the term "police dogs." Strictly speaking, all canine auxiliaries of the Force should be thus classed; but the talents of the bloodhound lie in an entirely different direction from those of the wonderful animals that are trained on the Continent to aid their masters in effecting arrests, protecting them when attacked, apprising them of the presence of a lurking criminal, pursuing a fleeing man, and even tracking him with the nose. The bloodhound would not be suitable for this work, but we still adhere to the opinion that if a cold line has to be followed, across foiled land as well as virgin country, the black and tan hound has no equal. An ingenious Belgian writer, in order to justify his claim that the Malinois sheepdog



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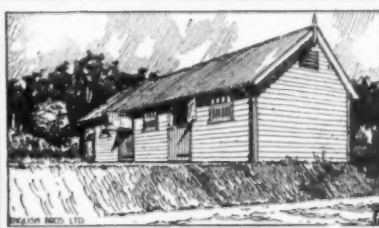
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would do equally well, had to clear the way for his contention by throwing ridicule upon the bloodhound's capacity. He hunt a cold line? Impossible! This was merely an invention of those unscrupulous Englishmen who wished to palm off their wares upon the confiding foreigner! Well, in turn I am not going to malign the Malinois or any other breed of dog. I have not the least doubt that he is a very teachable and clever creature; so are plenty of British breeds, but I should like to hear of one that could hunt a line twelve hours cold, and identify his man at the end of it. Whether or no our local authorities might not with advantage and economy adopt the Continental practice is perhaps a debatable point, but there is much to be said in favour of the *chien policier*. Being confronted with the necessity for increasing the effectiveness of the force without adding materially to the cost, fourteen years ago the City Fathers of Ghent introduced three sheep dogs, and so satisfactory has the experiment proved that now forty-three are upon the strength. The dogs are handy simply because the native intelligence which they possess in puppyhood is brought out

by judicious training, training such as might with advantage be given to any canine companion or helpmate. The first lesson inculcated is that of obedience, prompt and sure, until the time comes that the recruits respond as readily as their human superiors. After the acquisition of this habit, wholesome alike in dogs and children, the novice is lured on to more complicated studies. He has to learn how to watch and guard, to crouch and hide, jump and climb and so on. Lastly, to crown the edifice, he is taught to attack at word of command that wonderful being whom hitherto he has had to obey. The unfortunate man who is to be experimented on, acting as a sort of lay figure, is more or less padded and stuffed in such a manner that he cannot well be injured. In the end such perfection of response has been made possible that a dog will attack the kennelman who feeds him on a word from his trainer. At the Ghent International Exhibition, which opens towards the end of next month, demonstrations by police and ambulance dogs will figure prominently in the programme.

A. CROXTON SMITH.

## THE POWER OF FIRE.

OF the forces of Nature there is none of such intense interest as fire, and the frequency with which the subject is brought before us opens up new avenues of thought and presents many aspects of which perhaps we hear but little. Since the primitive days, when fire was first discovered by the rubbing of two sticks together, the force of fire has been gradually developed, until to-day there is no power on earth which to such an extent affects the daily life and comfort of the habitable globe. While the merely intellectual man speculates, and the man of acquisition cites authority, the man of scientific research acts, realises, puts forth his complete energies. His earnest and strong heart will not let his mind rest; his enthusiasm to find out something new concerning that knowledge which he possesses urges him to seek for greater powers and find new forces in that which previously lay hidden. Nature yields to the magician, acknowledging him as her child, and to those of keen research come results which are in themselves astounding, and which lead to further marvels as they are developed. In this way the discovery of fire in coal has proved an inestimable benefit to mankind, for one cannot imagine what would occur were we deprived of the invaluable boon and of the many ways in which it has been made useful to us. The coal strike of 1912 will be long remembered, and the thought of a stoppage of the supply brought with it a dread of discomfort and disaster that has scarcely been equalled in our history as a nation. The fire derived from coal and other kinds of fuel has been brought into subjection, and, under control, has become the willing and useful slave of mankind.

The inventive genius and enthusiasm of men like Watts and Stevenson have harnessed this great force until it can supply the power to work the peaceful looms of industry and manufacture, or propel the leviathans of war on their deadly mission. Fire in the home brings comfort and cheerfulness by way of warmth to our bodies, also by assisting in those culinary efforts without which we could scarcely exist, and which add so much to our creature comforts. But the power of fire is a dual one, and acts in diverse ways. For though under that perfect control to which our master minds and inventive skill have enabled us to use it to the great advantage of millions in industry and personal comfort, apart from such subjection, fire is a force of danger and disaster.

Scarcely a day passes but our daily papers tell of some cruel calamity and loss caused by the carelessness of someone who did not sufficiently appreciate the power of fire. One day we read of the loss of an old country house with all the valuable collections of many centuries; at another time we read of the loss of some huge factory with the accumulated contents of stock and machinery and the consequent wrecking of a great business. Occasionally comes the news of an entire city demolished by the devastating flames of fire.

It may be of interest to note that in the two years 1911 and 1912 there were thirty-four fires where the loss in each case exceeded £50,000, while since the year 1835 there have occurred forty-five conflagrations, each causing damage of over £1,000,000, with an aggregate of over £214,000,000. The fire in San Francisco as recently as the year 1906 caused a loss of £70,000,000. These facts all point in one direction and clearly demonstrate that, notwithstanding all efforts of protection and all modern scientific appliances,

given conditions favourable to a fire it is quite impossible to prevent disaster and loss. Though we cannot guarantee immunity against the disastrous power of fire, it is, however, possible to protect ourselves against financial loss caused thereby, both as regards property and consequential loss to business.

Since 1696, when the first fire insurance office was formed among the capitalists and merchants of the City of London, the protection offered has been increased and developed, and, owing to the growing demand for protection, the rates have become more reasonable, for the greater the number who insure, the lower can be the charge for covering the risk. It lies within the power of all to avail themselves of the complete protection offered by the many large insurance offices, each of whose age, financial position and good name are guarantees of undoubted security, and whose policies are easily obtainable at rates which are quite insignificant as compared with the risk covered. It is, however, astounding to find a carelessness and negligence among property-owners regarding this important matter of insurance.

In discussing the subject of fires recently, a lady told me that on moving to a new house she had, during her husband's absence abroad, allowed her policy to lapse, and had consequently been uninsured for over four years. In the event of fire, a house full of valuable property would be destroyed, while the £3,000 value might have been insured for the paltry sum of £3 per annum. The question of value is often inadequately considered when insuring, while the increased value of additions and of property of a greater cost is frequently ignored altogether. It were wise if householders would have their furniture and other property valued from time to time, for two reasons: (1) That the full value may be covered by insurance; (2) that in the event of a claim, the assured may be in a position to make out a full list of the property destroyed. Very few of those assured could enumerate the multifarious items contained in their houses or business premises, whereas an inventory of their possessions would greatly assist them to obtain a full and reasonable sum for those items proved to have been destroyed by fire.

A gentleman who had read one of my previous articles on fire insurance wrote stating that he had for many years insured for a fixed sum, but, having followed my advice as to a valuation, he had discovered that he must multiply his insurance by three to be fully secured against possible loss by fire. *Verbum sap.*

The wanton spark, the carelessness of servants, the perils of petrol, the fusing of an electric wire, the falling of hot ashes from a cigar, and other simple causes may instantaneously cause a conflagration that may result in the loss of thousands of pounds. When buildings can be insured at rates ranging from 1s. 6d. per cent., and furniture and household possessions may be protected at 2s. per cent., while stock, fixtures, machinery and effects of all kinds can be covered at equally reasonable rates, one would scarcely think it necessary to point to the wisdom of insurance. As to calamities—if a man become impoverished through his own negligence, then is his poverty, and the distress he causes others, a crime; but he who is prepared by insurance against loss caused by the power of fire need have no fear. There is ample security available, and the wise will fully avail themselves of the protection offered. A little care may save so great a loss.

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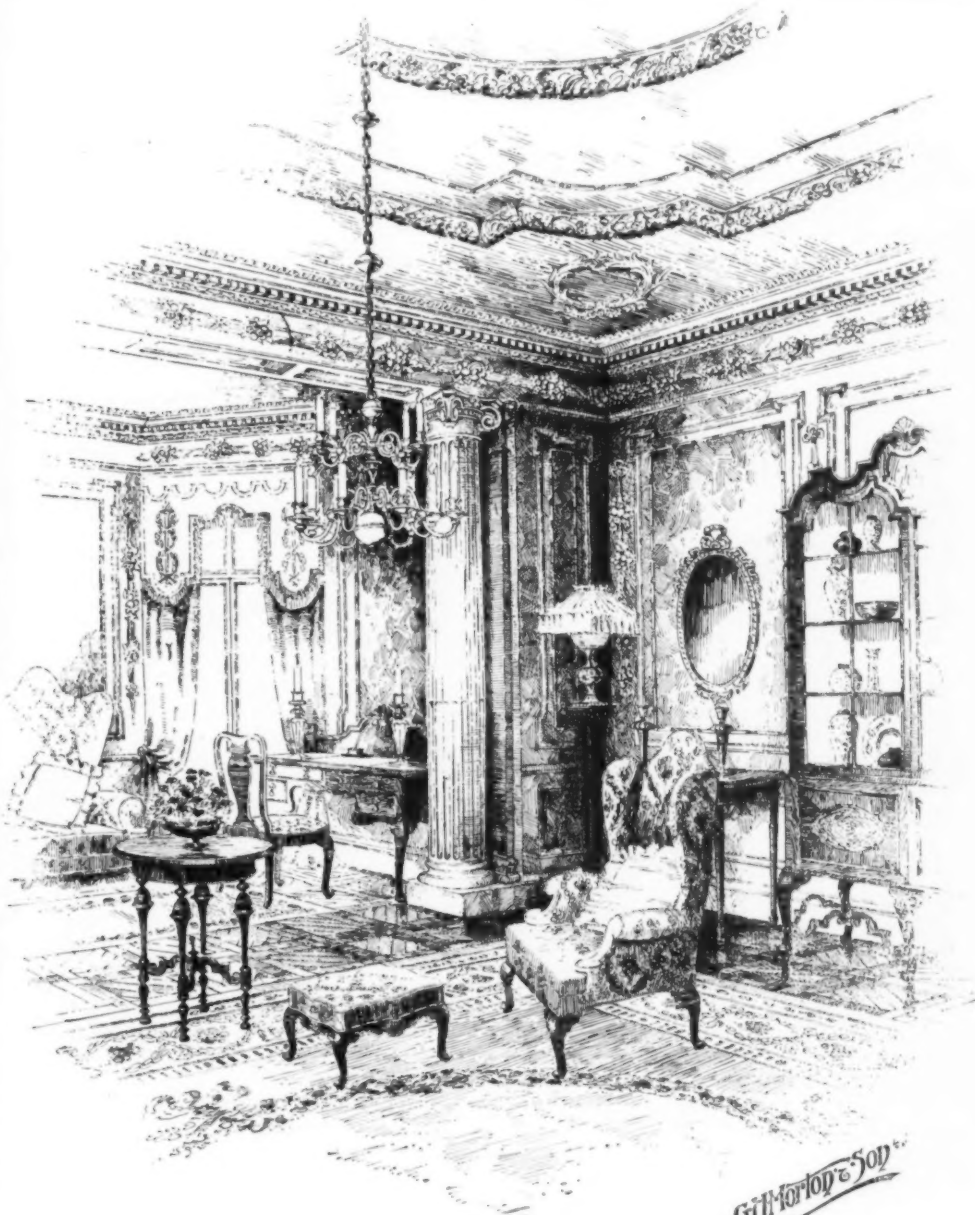
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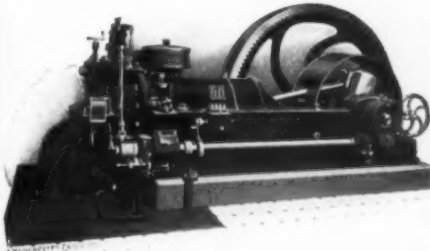
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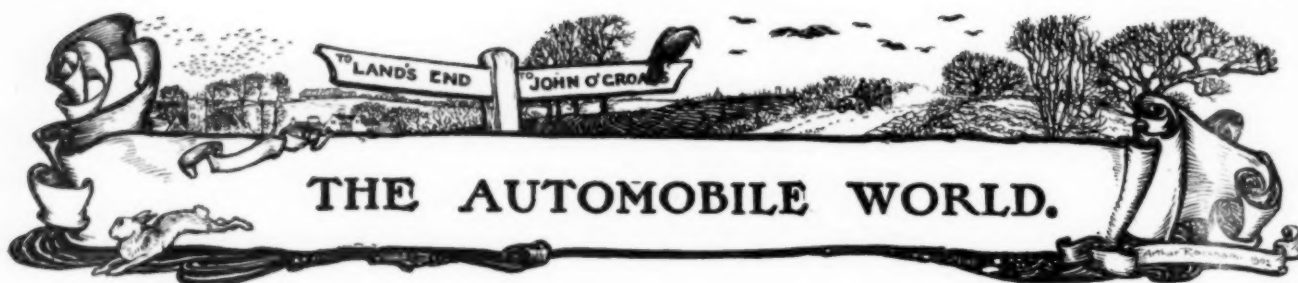
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## THE AUTOMOBILE WORLD.

### THE SPRING OVERHAUL.

IT may be presumed that any extensive repair work found necessary after last season's running has been carried out during the winter months; but even so, in the course of the next few weeks, the owner-driver should take the first favourable opportunity of going thoroughly over his car, in order to make sure that all is in order for the commencement of the coming season. A spring overhaul, indeed, is all the more desirable after important repairs, because the taking up of crank-shaft bearings, let us say, or the replacement of a worn pinion in the gear-box, is an operation that distracts attention from less important details. It is the desire of everyone to go through the coming summer without giving the car more than the ordinary routine of lubrication, and by devoting the first available week-end exclusively to the garage, a great deal of trouble and annoyance may be avoided on summer days, when the driving seat is to be preferred to a position beneath the chassis.

Road wheels and springs, for example, if looked to now, should require no further attention during an average season. All wheels should be taken off in turn, examined, packed with grease and carefully adjusted. Their removal is sometimes a matter that puzzles the amateur. Being almost always keyed on to a taper on the end of the axle, the hubs are often difficult to move. The common expedient of hitting the end of the axle with a hammer must on no account be adopted, being certain to end in burring of the thread and endless trouble with the locking-nut. The only satisfactory method of drawing a wheel is to obtain a dummy hub-cap, which is nearly always obtainable from the makers of the car. This cap, after the locking-nut has been removed, is screwed on in place of the dust-cap, and a central screw, bearing on the end of the axle, draws off the wheel.

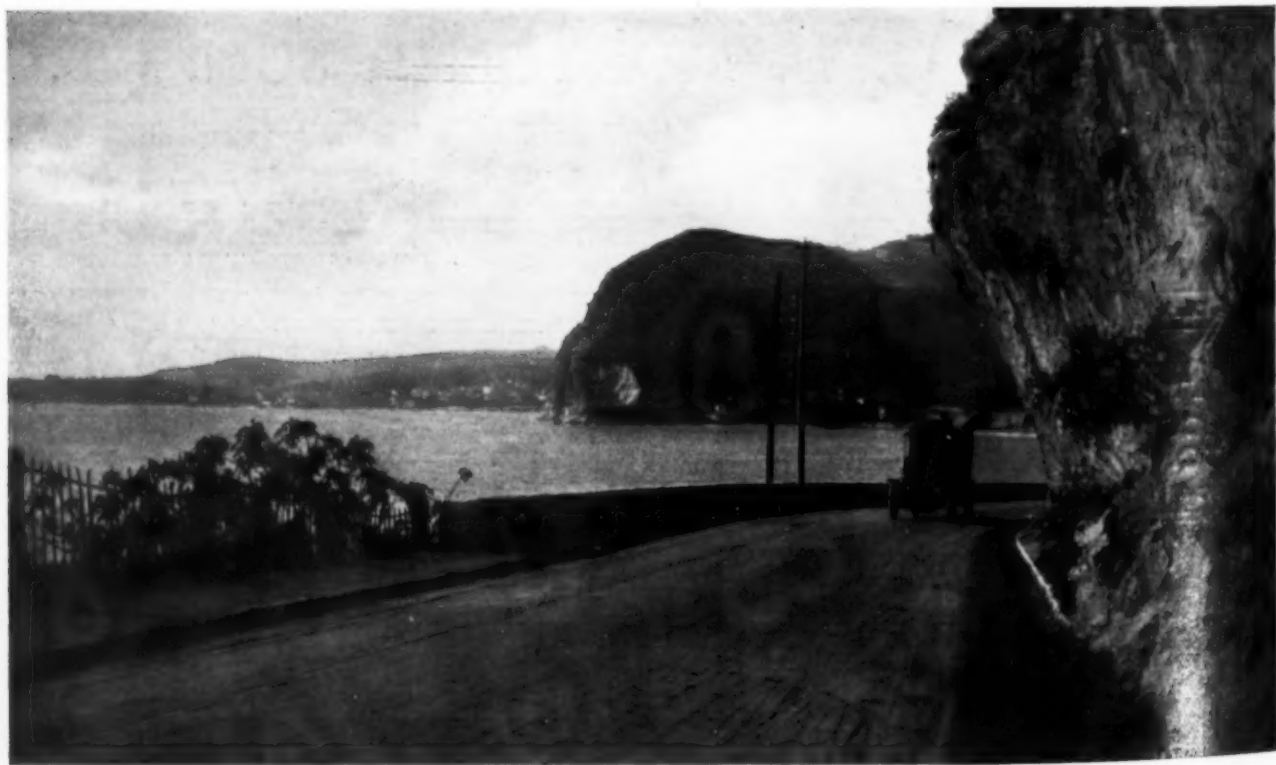
The bearings, being thus made accessible, should be thoroughly washed with paraffin and repacked with grease, and adjusted, if provision is made for so doing. The greatest care must be taken to avoid adjusting a ball bearing too tightly. It must be

taken up till there is a just perceptible shake, and no more, and, after the locking-nut is screwed hard up, it is necessary to see that the wheel can revolve quite freely. In the case of a front wheel, the weight of the valve should be enough to turn it. The resistance of the differential makes this test inapplicable to the back wheels, but it is easy to detect any stiffness due to a tight bearing. When wheels are being replaced it is, of course, of the utmost importance to make sure that split pins are replaced; their omission may easily lead to a wheel coming off, with disastrous results.

Springs should next receive attention. It is necessary to separate the leaves and force some lubricant between them. For this purpose the car must be jacked up under the frame so that the wheel hangs free. The load being thus taken off the springs, the leaves may easily be parted with a screwdriver, allowing tallow or graphite grease to be inserted between them. It is seldom necessary to go to the trouble of disconnecting the "D" bolts and taking the leaves completely apart. Finally, the spring shackles should be examined for signs of excessive wear, and thoroughly lubricated.

Another very important item is the steering. Should there be excessive back-lash in the steering wheel, amateurs are apt to assume too readily that the worm and sector motion needs adjustment. To take it to pieces is often a very difficult operation, and before attempting it attention should be given to a part far more likely to be the cause of back-lash—the knuckle-joints of the steering arm. These may be reached in a few minutes, and in most cases a thorough cleaning and readjustment gets rid of all objectionable slackness in the steering. All that the worm and sector needs, as a rule, is to be thoroughly packed with grease.

The above-mentioned items being disposed of, attention should be turned to the brakes. The shoes should be examined and adjusted, also the various rods, levers and pins. In the case of the back-wheel brakes, the joints will for the most part be caked with dried mud, but one must resist the temptation to leave them



Miss M. Teevan.

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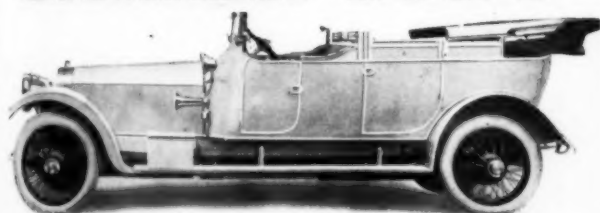
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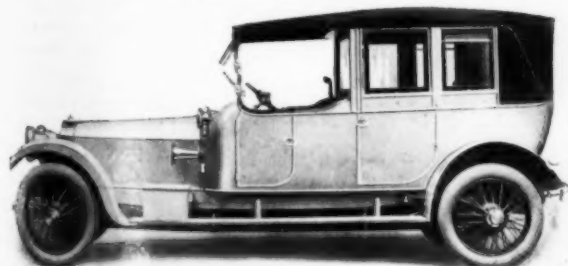
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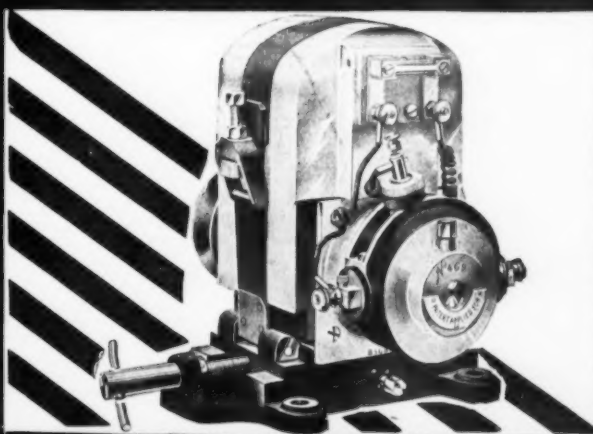
**BARKER & CO. (Coachbuilders), LTD.**

COACHBUILDERS TO H.M. THE KING.  
London Retainers and Body Specialists for Rolls-Royce Cars,  
66-68, SOUTH AUDLEY STREET, LONDON, W

## WHAT Mr. S. F. EDGE SAYS

in "The Motor," March 11th, 1913 :—

"... No form of electric light dynamo should be purchased by a motor car user unless the output from the dynamo is more than sufficient, when the head and other lamps are alight, to provide all the electricity required without drawing upon the accumulator"



BUY A

## DUCELLIER

### ELECTRIC DYNAMO INSTALLATION

with a guaranteed output of 200 watts. The only dynamo that can be worked without accumulators if necessary. The voltage of the current generated is constant at all speeds. Entirely free from any mechanical part which requires adjustment.

Write for Catalogue No. 2, enclosing for particulars.

Just to remind you we repair all kinds of Lamps, Horns, Accumulators, Magneton, etc.  
Sole Agent: **A. A. GODIN, 1, Red Lion Square, Holborn, London, W.C.**  
Grams: "Container, London." 'Phone: No. 6,897 Central, and 4,627 City.  
Scottish Agents: **W. McGEORGE & CO., Ltd., 28, West Campbell Street GLASGOW.**

C.D.C.

untouched. They should be cleaned with paraffin, taken apart and greased, the closest attention being again given to replacement of lock-nuts and split pins. The springs for releasing the brakes should also be attended to, being oiled at their points of attachment and, if they show signs of rust, painted. Still dealing with least accessible and therefore most neglected parts of the car, we come to the cardan shaft and universal joints. These should be cleaned and packed with grease or oil, according to their design, and in so doing leather dust covers, etc., should be carefully replaced. Where laces are employed to secure the covers, the presence of grease often makes them extremely difficult to handle. The only remedy is to clean them well with petrol before attempting to grip them. A better hold may often be obtained with the aid of a piece of emery cloth.

Turning now to the upper and more familiar parts of the car, the engine should require nothing more than the periodical removal of carbon from the cylinder heads and grinding of valves. It is well, however, to take the carburettor to pieces and clean it thoroughly. The magneto and coil, if fitted, should also be taken off the car and wiped over, the contact points being carefully adjusted. It need hardly be said that the operator must be quite sure of his wiring before starting these operations. Working back from the engine, the clutch should be washed out with petrol, relubricated and all operating mechanism looked over. The top of the gear-box should be taken off to make sure that the supply of lubricant is correct, and, if there is excessive leakage past any shaft, the felt washer or other packing should be renewed. Lastly, there is the back axle, which may be washed out and recharged with oil and grease. A couple of days spent in attending to these matters will be well repaid later in the year by the smooth running of the car and freedom from mechanical troubles.



AN ARMSTRONG-WHITWORTH IN THE NEW FOREST.

T. D. W. W.

#### THE EQUIPMENT OF THE MOTOR-HOUSE.

A WELL-EQUIPPED motor-house is always a source of pleasure to the practical motorist who is fond of spending part of his leisure time in adjusting and overhauling his car. To the owner who is experienced in such matters advice in regard to the equipment of the garage is superfluous; but some notes on the subject may possibly prove of value and interest to the novice awaiting the delivery of a new car, whether or not he proposes to take any personal part in its management and running. In the first place, there has to be considered the suitability for its new purpose of the shed, coach-house or other building which is to be devoted to the housing of the car. With regard to size, it may be said that, within reasonable limits, the larger the motor-house is the better. For convenience of working, a space of three or four feet wide all round the car is the least that is required, while double that margin on either side is none too much to allow room for benches, cupboards, oil-drums and other impedimenta. Cars have increased very greatly in their over-all dimensions of late years, and there must be many garages specially built for the purpose since motors came into general use which are now uncomfortably cramped when occupied by modern machines. Of course, much depends on the type of car used, as a little two-seater would seem lost in a motor-house designed for a six-cylinder limousine. The tendency, however, is always to replace a small

car by a larger one, and where a new building is being erected or an old one adapted for motor use, it is wise to allow a good margin for expansion. For a full-sized car the dimensions should not be less than 22ft. by 12ft.; 22ft. by 24ft. will house two large motors comfortably, with ample room for benches and cupboards, and admit three cars at a pinch should the necessity arise.

The lighting of the motor-house is an important matter, as in wet, windy or cold weather a good deal of work is better done with closed doors. Direct sunlight is bad for both carriage-work and tires, so that any windows with a southerly aspect should be fitted with blinds. Many old coach-houses, now used as garages, have blank walls, but it will always pay to open up one or two good windows where practicable, as a car differs from a carriage in that there is always useful work to be done on it even after it has been washed and polished. The floor should be of concrete washed with fine cement so as to render cleaning an easy matter. Oil and grease are very detrimental to rubber tires, and it is of great importance that the floor should be kept clean, though it is seldom that this result is attained even in private garages. Sliding doors are safer and more convenient than the hinged variety. The latter are difficult to manage in very windy weather and may easily cause serious damage. Some form of lighting sufficient

to keep out any frost is absolutely essential, and there is little doubt that a hot-water system is the cheapest and most convenient in the long run. A slow-combustion stove may serve as a makeshift, but it is a distinct boon to have an installation which will keep the motor-house at an equable temperature in all weathers. Within a short distance of a range of green-houses, it is often possible to fit branch flow and return pipes to serve the garage without going to the expense of providing a separate boiler.

A covered washing space is a necessity in the case of a well-equipped garage. Without it the washing of the car is apt to be scamped or postponed altogether in rainy weather, which is probably the very time when the work should be done promptly and thoroughly. A paved floor is also essential for the washing yard, which otherwise will quickly be turned into an impassable morass owing to the large amount of water used. The drain from the yard should be of ample capacity and provided with a catch pit for oil and grease. A good supply of water at a fair but not excessive pressure is an enormous convenience, but this is a matter which must necessarily depend on local conditions. It is possible to clean a car with buckets of water drawn from a rain-water tank or pump, but the process is a lengthy one as compared with the results obtained from a hose and a constant supply.

An inspection pit is sometimes useful, but is hardly regarded as essential nowadays. Convenient dimensions are 3ft. 6in. wide, 3ft. to 4ft. deep and 6ft. to 8ft. in length. The latter measurement is not of great importance, as it is a simple matter to move the car so as to bring over the pit the portion of the mechanism which has to be cleaned, adjusted or repaired. The pit should be built under shelter, so as to avoid the necessity for drainage, and the covering boards should be arranged in small sections to permit of easy removal, and constructed of materials of sufficient thickness to carry the weight of the heaviest car. The interior fittings of a motor-house are capable of almost indefinite elaboration if the owner chooses to make a hobby of the equipment of his garage. The essential feature is a work-bench, whose minimum dimensions





# GOODYEAR TYRES

GREAT BRITAIN

With or without Non-Skid Treads.



## ARE YOUR TYRE BILLS EXCESSIVE?

**Maximum Mileage at Minimum Cost.**

**GOODYEAR TYRES ARE UNIVERSALLY RECOGNISED AS THE LEADERS IN THE MOTORING WORLD.**

Our output for 1912 reached 918,687 tyres.

An overwhelming number of prospective sales compels us to estimate our 1913 output at 2,000,000 tyres. Such increases are irresistible and prove that Goodyear tyres are the best.

### More Mileage

Fourteen years' close study by our experts has resulted in the production of this famous Goodyear tyre.

It gives a **GREATER MILEAGE AND MORE EFFICIENT SERVICE** than any other make of tyre on the market.

This is the verdict of men — 250,000 users—who are carefully measuring tyre mileage and keeping accurate track of tyre cost.

### Distinctive Features

Exclusive patents and features make Goodyear a **DISTINCTIVE TYRE**.

These features—including the **"NO-RIM-CUT" (Straight Side Type) 10% OVERSIZE**—the wonderful Rubber Non-Skid—the double cure process—and the patented fabric breaker strip—will be explained in our coming educational advertising campaign.

### Tyre Economy

We will point out to the motorist that to use **GOODYEAR TYRES**

**MEANS ECONOMY**—an actual saving of pounds, shillings, and pence.

Every motorist, in this age of odometers, makes a deep study of tyre economics.

Thousands of them have proved that Goodyear tyres have met with their idea of tyre perfection.

Follow in the wake of these users in every part of the globe, if you are at all interested, and by **ACTUAL USE** prove to your own satisfaction that our tyres actually save you money.

### TEST THEM AGAINST THE MILEAGE ON YOUR SPEEDOMETER

#### Wonderful Growth

Our wonderful growth proves success. Sales during 1910 and 1911 increased 500%. Last year's sales far exceeded the previous twelve years put together.

They doubled six times in three years, and to keep pace with this ever-increasing, overwhelming demand, has necessitated constant additions to Goodyear plants.

The present output capacity is 8,000 tyres per day.

Our factories are open day and night to allow us to cope with the enormous demand.

We are in a position to supply not only the **"No-Rim-Cut" (Straight Side Type) Tyres**, but also the beaded edge type in all sizes—both millimetre and inch. Write us for Price List, Dept. M. Let us have particulars of your cars—rims, etc.—on attached coupon, and we will send full information.

**"No-Rim-Cut" (Straight Side Type) 10% Oversize.**

### "No-Rim-Cut" Superiority

Before the invention of **"No-Rim-Cut" (Straight Side Type)** tyres—our patent type of tyre—there was made the beaded edge type, which is the hooked-base tyre in first picture. With this type of tyre, the rim flanges are set to curve inwards. They must grasp the hooks in the tyre base, for this is what holds the tyre on.



Beaded Edge Type.

When the beaded edge type of tyre is run wholly or partly deflated, these curved-in rim flanges dig into the tyre. When the tyre is punctured the frequent result is to wreck the tyre in a moment. The same result occurs when tyres of this kind are run with too little inflation.

This type of tyre is really a relic of the old bicycle days, when rim-cutting did not figure. It is still retained by motor car tyre manufacturers only for lack of some feasible way to displace it. That way came when the Goodyear inventors brought out the

### "No-Rim-Cut" (Straight Side Type) Tyre.

This type of tyre has a hookless base. It does not, like the beaded edge type need to hook on to the rim.

The **"No-Rim-Cut" (Straight Side**

**Type)** tyre has six flat bands of 126 braided wires vulcanized into the tyre base. These bands make the tyre base unstretchable, nothing can force the tyre over the rim flange.

When the tyre is inflated, it is held to the rim by an average pressure of 134 pounds to the inch. So your removable rim flanges, when you use this type are set to curve outwards instead of inward. There is



**"No-Rim-Cut" (Straight Side Type) 10% Oversize.**

no changing of rim if you have any standard type of detachable rim. You simply fit the removable flanges from one side to the other, so the rounded sides come next to the tyre. If your car is equipped with ordinary one-piece rims the expense of changing over to detachable rims is slight. When this tyre is run soft, or completely deflated, the tyre comes against a rounded edge, and rim-cutting is made impossible. It has never occurred, and can never occur, on any **"No-Rim-Cut" (Straight Side Type)** tyre.

The argument is accepted by tens of thousands of motorists who emphatically declare that repair bills are considerably reduced.

### 10% Oversize

**"No-Rim-Cut" (Straight Side Type)** tyres are 10% oversize. Their construction allows, without any skimping of quality, for 10% more air than other tyres of the same rated size.

More air means added carrying capacity. It saves the bursts due to overload. **MEANS 25% ADDED TO YOUR TYRE MILEAGE.**

**The GOODYEAR TYRE & RUBBER CO.**  
(Great Britain) LTD.  
**CENTRAL HOUSE, KINGSWAY, LONDON, W.C.**

Bowmanville—Canada.

**FACTORIES:**  
Akron, Ohio—U.S.A.  
Branches and Stockists everywhere.

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**COUPON.**  
Please send me particulars of your tyres.  
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Type of Rim.....  
Size of Tyres.....  
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Name and Address.....

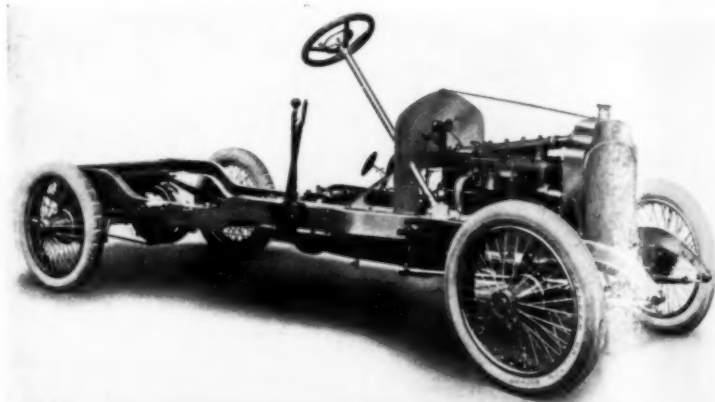
may be stated to be 16in. by 6ft. This is a reasonable size and sufficient for all ordinary purposes. Its convenience and utility will be greatly increased if half-a-dozen drawers, about 3in. in depth, are arranged beneath it for storing tools, spare parts and odds and ends. A good-sized cupboard for cleaning materials, spare tubes, oil, carbide and grease tins and various impedimenta not usually carried on the car, but required from time to time, will cost only a pound or two and add appreciably to the convenience of the motor-house. A stout rail fixed to the wall above the hot-water pipes will prove useful for drying rugs, mats and overalls, and enable them to be cleaned and brushed with the least possible labour. A corner should also be reserved for a drum of engine oil and possibly another of gear oil.

The lighting of the motor-house presents no difficulty if electric current is available. Two or three plugs should be provided for inspection lamps, with good length of "flex," in order to facilitate adjustments and repairs after dark. In the absence of electric lighting there is little real danger in oil or gas lighting provided the lamps are placed 6ft. or 7ft. above the ground and care is observed to fill up the tanks during daylight. Petrol vapour is heavy, so that there is more risk in placing a lighted lamp on the ground near a car in the open than in using a naked flame 6ft. or 7ft. above the floor to illuminate a closed garage. It is wiser, however, to use safety-lamps to light a motor-house or to arrange the illumination in such a manner that the lamps are lighted and ventilated from the outside. One or two patent extinguishers and a bucket of sand should find a place in every motor-house, so that any small flare-up that may occur as a result of a back-fire or other accident may be promptly dealt with. In such a case the damage is not likely to be serious if it is found possible promptly to shut off the petrol supply at the tank.

#### THE STOCK CAR RACE.

THE Royal Automobile Club have issued regulations for a road race for motor-cars, to be held in the Isle of Man on Thursday, September 25th next. Only four-cylinder "stock cars," with a bore and stroke not exceeding 90m.m. and 140m.m. respectively, will be eligible, and the expression "stock car" is defined as

standard touring chassis shown in manufacturers' or agents' catalogues published prior to February 17th, 1913. The minimum weight of the vehicle ready to race, with driver, mechanic, fuel, oil, water, tools and other appliances, is fixed at 2,000lb. So far as the chassis is concerned, everything must be of standard design and construction in every respect, except that the adjustment of the carburettor and the rake of the steering column may vary from that usually employed. The regulations prescribe the size and wind area of the body and mudguards, and the dimensions and position of the fuel tank, which must hold not less than



THE NEW 25 H.P. VAUXHALL CHASSIS.

thirty gallons of fuel. The distance will be three hundred miles, and there will be one depôt from which competing cars may obtain spares, tires, fuel, etc., during the race. Entries close at ordinary fees on May 31st, and if less than twenty entries have been received by that date, the race may be cancelled.

#### THE FIRST BROOKLANDS MEETING.

Granted fine weather, the Brooklands race-meeting on Easter Monday should be a big success, as the entries leave nothing to be desired in the way of numbers and interest. Twelve cars, the full number allowed, have entered for each of the races for machines

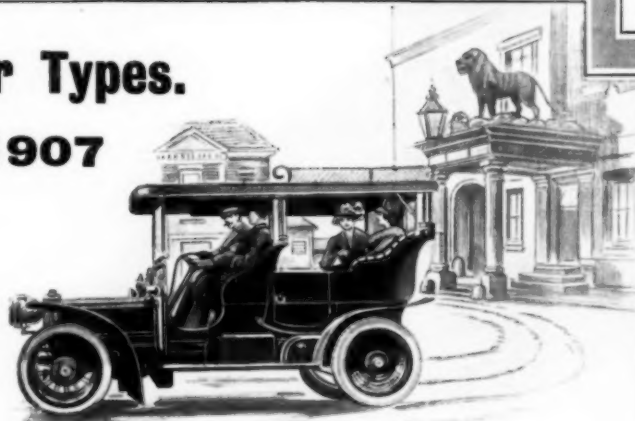
## Further Motor Car Types.

### No. 17—Coachwork in 1907

If any excuse were needed for devoting two instalments of this series to the year 1907, it could be found in the coachwork of that period. In those days everything tended towards extravagantly curved lines, and decorative, fantastic and flamboyant bulged shapes. To-day we have the torpedo, with its straight and severe lines and flush panels—a contrast to six years back, but far more graceful, with its beautiful subtlety of only slightly suggested curves.

Though coachwork and engines are to be found changing from year to year—and still are changing—tyres early reached practical perfection. It has been already related how Dunlops assisted Mr. Edge in gaining the 24-hours record. But this was only one out of many historic and meritorious events of the year in which Dunlops figured. A list of those would argue that practically every motorist undertaking a motoring trip out of the ordinary naturally included the Dunlop.

Just one example will serve as evidence of what is meant. A six-cylinder Rolls-Royce, nicknamed "The Silver Ghost," set out to gain an R.A.C. Certificate for a 15,000 miles non-stop run. Choice of tyres fell on Dunlops, and they acquitted themselves so well that though the test was primarily undertaken to prove the reliability of the Rolls-Royce engine it served an equal purpose for the Dunlop tyre. The more severe the test to which the Dunlop is put, the greater is its reputation enhanced.



# DUNLOP TYRES

First in 1888; foremost ever since.

The Dunlop Rubber Co., Ltd., Aston Cross, Birmingham; and 14, Regent Street, London, S.W.  
Paris: 4, Rue du Colonel Moit. Berlin: S.W., 13, Alexandrinenstrasse, 110  
A delighted amateur golfer writes re Dunlop V—"By far the best ball I have ever used during my seven years' golfing experience."

1907





THE CONTINENTAL TYRE & RUBBER CO. (Great Britain), Ltd., 3-4, Thurlow Place, London, S.W.  
Have you tried the "Continental 1913," the tennis ball of perfect balance?

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should use  
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Tyres.*

*THE golfer knows that if his game is not founded upon principles, he will be for ever treating symptoms, and his game will vary accordingly. Principles are also necessary in motor tyre construction. Beldam Tyres differ from all others because they are designed to conform to the principles governing rubber displacement. In the Beldam, displacement is lateral—and not "heaped-up." Like the golfer whose game is on the right foundation, Beldams drive **far and sure**. Two Types—Beldam All-Rubber and Beldam Rubber-Steel.*

Get a copy of the Beldam Booklet and learn more about these scientifically designed tyres.

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The Georges Richard Car

## The King of Small Cars.

The "G.R." Car comprises, in itself, all the good points of the automobile engineering of every country. The ease and silence which characterize some cars—the accessibility and reliability which are the features of other cars—all are combined in their most perfect form in "G.R." Cars, together with a petrol consumption averaging

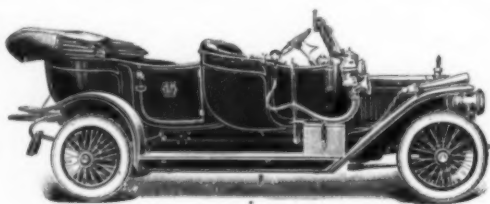
### 35 MILES TO THE GALLON.

And in addition there is just that touch—the "G.R." touch—which renders "G.R." Cars unique—different from—better than other cars.

But drop us a line and let us arrange a trial run—that will convince you of "G.R." superiority.

**MANN & OVERTONS, Ltd.,**  
10, Lower Grosvenor Place, London, S.W.  
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SPECIAL DESIGN SIDE-ENTRANCE.

## Ideal Morgan Coachwork on the Celebrated Adler Chassis

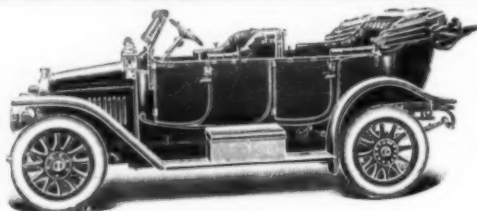
From 10 h.p. to 65 h.p. Illustrated Descriptive  
Prices from £280. Brochure sent free  
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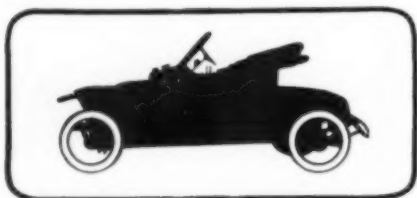
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MOTOR BODIES  
built for all  
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SPECIAL DESIGN TORPEDO.



Swiftly, noiselessly, threading her way with graceful ease through the traffic, goes the Charron. Thoroughbred, dignified and perfect in every line; the car for the élite—the car with the marvellous light clutch—the ideal car for ladies.

15 h.p. Chassis £315. Catalogues free on request. Trial runs by appointment. CHARRON CARS, 33, Wardour Street, London, W. Telegrams: Automoteur, London. Telephone: 1426 Gerrard.

# Charron

capable of speeds up to 100 miles per hour, and the public will have a chance of seeing Mr. Lambert's record-breaking Talbot and the Peugeot car which won the Grand Prix at Dieppe last year racing on the track together. The Peugeot will be handled by Goux, the crack French driver. Another famous racing car which figures in the list of entries is the six-cylinder Sunbeam, which holds the world's records for 600, 700 and 800 miles. In all, about eighty cars and cyclecars and over sixty motor-bicycles are entered. Racing commences at two o'clock, and the meeting will conclude about half-past five with a cross-country handicap for aeroplanes.

#### A NEW TIRE DEPOT.

The Goodyear Tire and Rubber Company have opened some very handsome showrooms and offices at Central House, Kingsway. This new development has been rendered necessary by the large increase in the sale of Goodyear tires in this country during the past few years. The firm's total output, we are informed, for 1912 was 918,687 pneumatic tires, and it is anticipated that 2,000,000 will have to be manufactured during the current year in order to meet the demand. A large proportion of the cars in use in Canada and the United States are equipped with Goodyear covers, the introduction by the firm of what is known as the No-Rim-Cut Tire having overcome a frequent cause of trouble in the ordinary pneumatics manufactured on the other side of the Atlantic. The new London Company, which will control the firm's business in the United Kingdom, Europe, Australasia, South Africa and, in fact, every country outside the American Continent, is under the supervision, as managing director, of Mr. L. C. Van Bever, who until recently was the vice-president of the Canadian Goodyear Company. The existing three factories where the Goodyear tires are manufactured will shortly be supplemented by a fourth.

#### ITEMS.

It is rumoured that the President of the Local Government Board is arranging for a series of experiments to be undertaken at the National Physical Laboratory with the object of ascertaining how far it may be practicable to frame regulations for the use of head-lights on motor-cars. At the present time it is hardly open to question that many head-lights commonly used by motorists are unnecessarily powerful and of so dazzling a character as to constitute a serious danger to other road-users.

The Austin Motor Company inform us that they are devoting close attention to the subject of self-starters for marine engines. Among the work they now have in hand is the adapting of a self-starter of the "Ever-Ready" type to a 20 h.p. light motor for a fast launch. The device is fitted at the forward end of the engine, where it in no way affects the passenger accommodation and the motor can be started by the helmsman without moving from his seat. Should the self-starter fail to act, recourse can be had to the ordinary starting handle, which in the case of the Austin marine engine is mounted on the reverse gear.

The current number of the *Austin Advocate* contains a useful article entitled "How to Start Your Car." To the novice this sometimes is an operation by no means free from difficulty, and even experienced motorists find that car engines exhibit on occasion a most refractory spirit. The article explains the procedure to be followed under normal conditions, and also sets out the most usual causes of trouble and how to overcome them.

At the annual general meeting of the Royal Motor Yacht Club, held on March 13th, Admiral Lord Charles Beresford, G.C.B., M.P., was elected Commodore; Lord Montagu of Beaulieu, Vice-Commodore; Commander Mansfield Cumming, R.N., Rear-Commodore; and Mr. Lionel de Rothschild, M.P., hon. treasurer.

The polished chassis of the new 25 h.p. Vauxhall illustrated on the previous page is now on view at the firm's showrooms in Great Portland Street. Motorists are invited to inspect this latest product of the Vauxhall Works.

Twenty entries, consisting of four Sunbeams, two Delages, one Opel, one Matthis, two Excelsiors, four Schneiders, three Italas and three Peugeots, have been received for the French Grand Prix. A Sunbeam secured first place in the draw for starting order.

Messrs. A. W. Gamage of Holborn are opening a garage at Phoenix Place, close to the new Post Office at Mount Pleasant. Room for about sixty cars is provided, and the garage should prove of great convenience to business men with offices in the neighbourhood.

Beldam tires appear to be growing in popularity among motorists as a result of their durability and non-slipping qualities. Both types, the all-rubber and the steel-studded, are guaranteed for 4,000 miles.

The annual general meeting of the Royal Automobile Club will be held on March 31st.



# The Celebrated 12 h.p. Rover Car

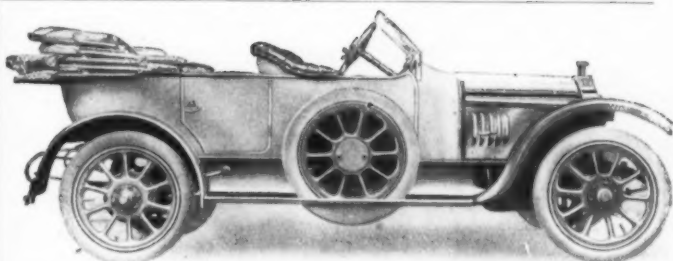
Price **£350** complete.

With Hood, Screen, Lamps, Head-  
lights, Horn, Spare Detachable  
Wheel, and Steel-Studded Tyre.

**THE ROVER CO., LD.**  
**COVENTRY**

and at

**59-61, New Oxford St., London**



If it were possible to design and  
build a better car of its class than the

## SINGER 14 h.p.

to sell at the existing price, we would do so; but the  
Singer Fourteen already stands upon the highest plane  
of excellence for quality of design, material and  
construction, and its record shows its working worth.

Experts are agreed that in its class this car is,  
in every way, a finer production than anything  
previously offered to the motoring public.

Chassis Price, **£315** With 4-seated  
Touring body, **£375**

OTHER STANDARD MODELS	15 h.p. 5-seater	...	...	£430
	20 h.p. "	...	...	£485
	20 h.p. long wheelbase, 5-seater	...	...	£495
	25 h.p. "	...	...	£585

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LONDON AGENTS:

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BE SATISFIED WITH A "GOOD"  
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LIGHT, WHICH IS SO EASILY  
GENERATED WITH A "CRYPTO"  
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## Golf Greens & Green Keeping

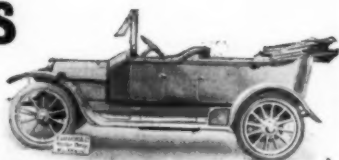
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properly protected, and — to efficiently  
protect the spare is the purpose of the  
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central sundries box, and then ask us for par-  
ticulars of other models—they are  
all described in the Brooks  
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end).



#### THE SEASON FOR VERMIN-KILLING.

**T**HIS is the time when the keeper should be getting at his vermin, and it behoves him to be at them very hard, and to have been at them hard for some weeks past, because a forward season such as the present does not favour him at all in this respect. It gives the vermin good hiding. Hedgehogs, stoats and rats, above all the rats, are about the worst offenders that he has to deal with in the hedgerows and coverts. We except especially the weasel. We are always ready to put in a plea for that little creature, because, even if he does attack the game now and then, he is always a dire enemy to the rat; and the rat is a far blacker villain as a game-destroyer than the weasel, to say nothing of his greater numerical strength. Interests of agriculture and of game-preservation are absolutely on the same lines in this matter of rat destruction. The rat is a beast that will breed at any and all times, but especially in the spring. Any brace of rats killed now may be considered the equivalent of themselves *plus* a large family a little later on; and there is more chance of getting at them now that the hedges are relatively bare and they are being driven from the shelter of the stacks which are being used up. But the spring growth in the hedgerows will soon be protecting them, unless sharp frost comes, and already many hedges are green. The hedgehog is not so bad a pest as the rat, because he is not nearly so numerous; but he, too, is a very bad neighbour for a partridge's brood, and he is more easily found by a dog before the growth is thick. It is, of course, the furred vermin chiefly that seek their covert in the low hedge growth. There ought not to be much difficulty in finding the nests of any birds that are big enough to be serious foes of the game, and it has become the merciful fashion of late years not to reckon the jays among that black company of the condemned. No doubt they differ locally in this respect, as do also gulls, rooks and jackdaws. All have not learnt ubiquitously to prey on the game and their eggs.

#### SEAGULLS AND THE GAME-PRESERVES.

The extent to which the gulls raid the partridges' eggs varies a great deal, as it would seem, from place to place, some keepers, where gulls abound, stating that they do not molest the partridges' eggs at all, and others asserting that they are the worst of raiders. However, in this local variation they are not at all peculiar. It is a variation which is seen in rooks and jackdaws and other kinds of birds besides. But there is, in addition to this egg-raiding habit, another which the keeper is denouncing as inimical, on the part of the gulls, to the interests of his partridges. It is well known that in certain parts of the country, and principally, as it seems, in Scotland and the North of England, the gull has begun to annoy and injure the agriculturist by feeding on grain. Until a very few years ago we always used to imagine that the gulls, following the plough, were doing a real service, as no doubt they were, to the farmer, by eating the grubs which the plough turned up. They did that good service, and they do it still, but lately they have taken to ways which are anything but serviceable to the agriculturist. During the process of the last harvest in the East of Scotland, which has not been at all a bad one in that district, you might have seen gulls sitting on nearly every stook of corn in a field. And they were not sitting idle. They were busily eating the corn. It seems to be only within the last three or four years that they have tasted the corn and found it good; but it is certain that they will not forget the taste now, and that they are imparting it, and have imparted it, to the rising generation. And as soon as the stooks are taken away, or even before, they are at work on the ground and eating all the shed grain which used to go to the maintenance of the partridges and pheasants. This is where the gamekeeper begins to find fault with them—as devourers of his partridge and pheasant food, or of the food which used to be picked up by the game-birds, but of which they now get only the very small share left to them by the myriad gulls. The gulls are beautiful birds, but it is certain that in the common interests of the farmer and the game-preserver some alteration in the present Act which protects them is needed, for they are increasing out of all due measure, and with this newly-formed habit

of corn-feeding they are devouring an appreciable quantity of the nation's bread as well as of the farmer's revenue and the keeper's food supply for the game. The common gull seems to be the worst offender, but the herring gull eats his share also. It goes without saying that they are even more inimical to the fishing interest.

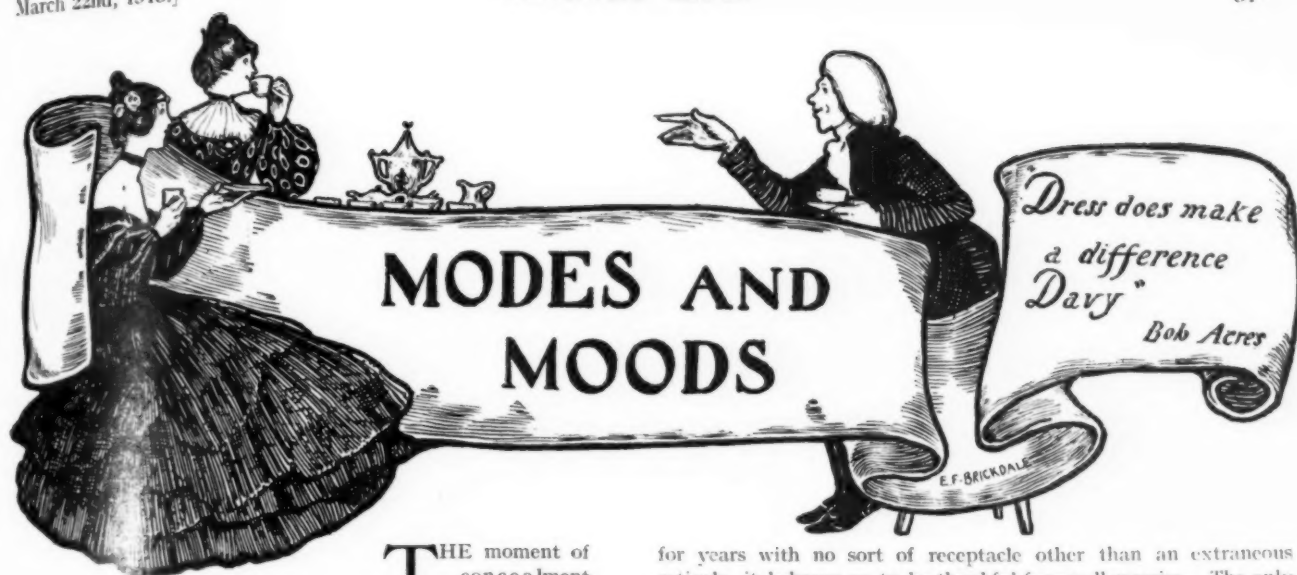
#### IPSE DIXITS FOR SHOOTING-MEN.

**A**MONG the various methods of calling the attention of sportsmen to their productions, that adopted by several gun and cartridge makers of publishing, either gratuitously or at a merely nominal price, a book containing a great deal of reliable technical information concerning guns and ammunition possesses the merit of being both useful and attractive. Many sportsmen have doubtless read with interest the admirable works of this kind published by Messrs. Curtiss and Harvey, Charles Lancaster, Cogswell and Harrison, and Nobel's Explosive Company. To these the New Explosives Company have now added a book of about seventy pages, entitled "*Ipsa Dixits for Shooting-men*." In lieu of a comprehensive treatise of the heavy reading type the author has elected to touch upon a wide field of subjects associated with sport with the shot-gun in a series of short and crisp paragraphs, written in a style calculated to impress his points upon the reader; moreover, he has made some quite traditional theories the subject of contention with exceptionally interesting arguments. We cannot, however, express ourselves as better satisfied with the arguments put forward in favour of high pressure in sporting cartridges than with those which have gone before. To provide a margin for resistance against the evils of storage in unsuitable places and accidental mistreatment in loading hardly appeals to us as a reason for 100 per cent. more pressure than is essential to attain the desired velocity, and we shall still retain our view that the most desirable smokeless powder is that which gives the necessary velocity with a minimum of pressure—at least until some more convincing arguments are forthcoming. Nor are we altogether in agreement with an argument in favour of small shot which, while recognising the greater striking energy of large pellets, ignores also the larger and presumably more destructive wound made by a large pellet.

Paragraphs in which such questions are raised as—Are wildfowl shots taken at long ranges? Are rough shoots characterised by long shots? Are driven birds nearer than those walked up? Why have the safety automatic at all? afford opportunity for highly ingenious and interesting answers. In regard to the last it might be said that, but for the very strenuous insistence of the late Dr. Walsh, who at the time exerted sufficient influence to compel compliance with his views, it is more than probable that the safety bolt, either automatic or otherwise, would not have found place on the gun at all. During the transition stage between hammer and hammerless many minds, when forced to recognition of the advantages of hammerless actions, retained such an objection to the change as to demand some substitute with little regard to, and certainly with no practical experience of, its utility or necessity. Paragraphs on the subject of 12, 16 and 20 bore loads, the relative merits of 28in. and 30in. barrels and some notions about recoil will be found of practical interest, while we reproduce an extract from the paragraph entitled, "*An Extra Grain of Powder More or Less in a Cartridge Does Not Matter*," as an example of the general treatment of the subjects, and incidentally as an intimation to those who are fond of experimenting with loads: "Shooters should avoid the temptation to imagine that by some slight deviation from the recognised charge of powder they can secure a small but definite advantage without paying corresponding penalties in other directions. The ordering of a grain more or a grain less than the ordinary powder charge inflicts trouble on the loading shop, and brings no gain to the user. The disturbance of routine, as a rule, results in a worse cartridge being produced than if no special orders had been given. . . . Cartridge loading is so essentially one of those operations where the machine runs smoothest when alterations are fewest, that shooters would best study their own interests by not insisting on gratuitous differences."

E. N.





THE moment of concealment is over. With

the sun riding higher in the heavens every week, and with Nature's example before us, decking trees with the first tender silver-hued buds, and powdering the ground with daffodils, who, forsooth, among us is going to do without new clothes? Even the little subtleties, clever though they are, to temporarily hide discrepancies can no longer be tolerated. We must perforce bow before the inevitable, and sally forth in quest of new attire. The prospecting process, which to so many women forms an important part of the game, will, after the next week, be in full progress. It is, perhaps, on the whole a wise procedure, this weighing carefully of values, and there is, I may say at once, a vast deal to see and consider.

Never within recollection has a season opened in more bewildering diversity. Those who desire can run to the most pronounced extremes, and if we may take literally what several of the great arbiters of fashion are expounding, then the difficulty of walking with anything approaching comfort will be even greater than ever. Also there is the sash, draped about the hips Turkish fashion, to add to the trouble. However, I think this last is open to adroit manipulation. Among other places, I encountered it recently at a tailoring establishment, the presiding authority of which is famed for the building of the supremely simple coat and skirt. The sash was of lobelia blue soft satin, and was used in conjunction with a French mustard-coloured broché, the coat of which was cut away in front to show the sash augmented by narrower ends of the same that, after crossing in front, passed under the coat, to reappear again at the back, when they were tied in a loose knot. It sounds extraordinary, I am sure, but the actual appearance was really not extreme. Not nearly so much so as was a pink silk rep costume, the same material wound round the form above and below the waist, and surely proving as ungainly to handle as it was ugly in appearance.

At last we have pockets again! Thrice welcome revival, though only, alas! at present in some tailor-made skirts. A feather, however, shows the way of the wind, notwithstanding the tailors over here are rather disposed to discount their success. Naturally, the slim cut of skirt precludes much being put into them, other than a small handkerchief, and perchance a minute purse; but every little helps, and after battling

for years with no sort of receptacle other than an extraneous reticule, it behoves us to be thankful for small mercies. The only drawback to these particular pockets is that they will assuredly tempt many to adopt a pose that will probably not be considered to be quite elegant viewed from a feminine standpoint. There have, of a fact, been several caricatures already, skits on the slouching walk, hands in pockets of the present-day youth, or perhaps the latter would be better pleased to be called young man.

There are so many poses in these days. One of the latest edicts from Paris is that hats must be so tilted that they completely hide one eye. The extravagance of this movement is capitally portrayed in the lowest model of the accompanying trio. A tricorné of sand-coloured Tagal, the brim, which is of a rather excessive depth, is faced with black velvet, strained as tightly as possible over the surface of the straw in a way alone known to the expert milliner. The handling of the millinery just now in details of this description, is indescribably clever, and leaves little or no hope for the exercise of merely mediocre skill.

The great roses flung round the crown are of silk, shading from a delicate yellow to a sort of copper or chrysanthemum red. In addition to this tricorné there is a novel four-cornered shape, that to some faces is extremely becoming. Immediately above is shown the very latest version of the sailor. The distinctly bowler crown may serve to diminish the value of the title in the eyes of those who are sticklers for strict interpretation. But the word "sailor" has for some years now been used in connection with shapes, especially for riding, that have borne but the faintest resemblance to the erstwhile favourite straight-brimmed, square-crowned early sports hat. The particular example under notice is covered with a dull ribbed corbeau blue silk, and is ornamented with a mixed wreath of country flowers, two egg-shaped amber-headed pins artistically finishing the scheme of colouring. A typical "tailor" hat completes the triple display. The shape, as much as can be seen of it, is white straw, twisted round and about with a wide plaid ribbon, the ends of which ultimately culminate in three upstanding, uneven-length loops, a fourth falling downwards right over the brim and on to the hair. This style of hat, tailor-made though it is, requires to be worn, and is not for every woman.

Our highest modistic expectations are once again realised by Miss Marie



SPRING  
HATS.

Tempest in "The Handful," the new play at the Prince of Wales' Theatre; she wears exquisite gowns, two, indeed, being strikingly novel and attractive. Of these, the one pictured is almost winsomely simple—so far, at least, as the dress itself is concerned. This is fashioned of some extraordinarily soft pure white material. The skirt, which is literally swathed about the figure, is hemmed with dark fur. The bodice is practically all fichu, full of unhemmed white net, a cluster of pink roses thrust into the belt adding the one touch of colour needful. And with it Miss Tempest wears the dearest little coat of embossed velvet, with collar and cuffs of the brown fur, together with a fascinating tricorne of black satin. A distinctively fresh note in connection with the latter is the outlining of the *retroussé* brim with a tiny *plissé* frill of black tulle, two magnificent ospreys, respectively black and white, standing out from the back at a sharp angle. For Act IV. Miss Tempest has selected a gown that was described as barbarically beautiful, since there is introduced into the scheme a trimming of leopard-skin. Initially, the fur is used in narrow lines on the trained skirt, and again as bretelles the glorious golden colour of the pelt harmonising adorably with the delicate azalea pink soft silk composing the skirt. The corsage is a filmy thing, all tulle and lace; but whereas on the right-hand side the skirt is carried above the waist to meet the bretelle of leopard-skin that finishes about the finger line, beneath a bow of diamanté, on the other it is dropped and the fur carried to meet it at the waist, held by a bunch of large black and pink poppies. A large black osprey is worn in the hair.

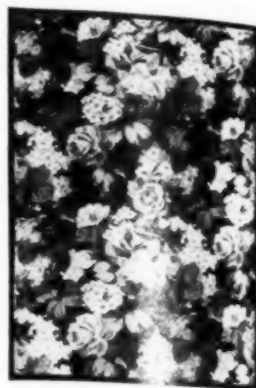
And just before closing my weekly budget of dress news, let me proffer the reminder that we are approaching a trying time for



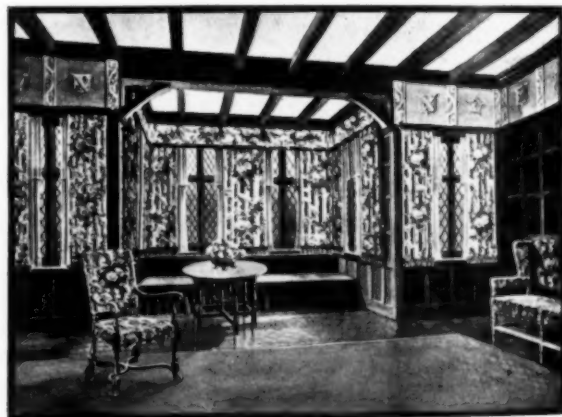
DRESS WORN BY MISS MARIE TEMPEST IN "THE HANDFUL."

the complexion. The sharp winds of spring are most disastrous to delicate skins, which are always more sensitive after winter with its fires. Added to which, the general physical condition at the commencement of the spring season is liable to show forth in spots and pimples. These last are merely surface troubles, but nevertheless annoying, and yield easily to the treatment of the invaluable preparations prepared by Dr. Dys, whose *Sachets de Toilette*, *Sève Dermale*, *Crème de Beauté*, etc., are obtainable from V. Darsy, 54, Faubourg St. Honoré, Paris, the only agent of Dr. Dys.

Really decorative fabrics grow more fascinating every season. I have just been looking at some of the very newest designs in curtains, covers and carpets at Messrs. Williamson and Cole's, High Street, Clapham, and was astonished by the extraordinary choice of materials and range of prices offered by this very up-to-date firm. For example, it is possible to obtain not only a presentable but wearable reversible carpet, suitable for a servant's or single spare bedroom, for less than a pound, and really pretty cretonnes for a few pence, and from these prices to rise to any the household exchequer will allow. For the loose covers which will be absolutely essential in a few weeks they have some lovely designs in printed linens. Pre-eminently stands out one patterned with masses of clematis, ranging in colour from the deep new wine purple to a delicate mauve, posed against shadowy trails of grey jasmine on a lighter grey and white striped ground. Another lovely thing had an old Chinois design in deep golds, dull pinks and blues on a black ground, called the "Akobo"—another, with the quaint effect of Elizabethan tapestry, covered with full-sailed ships and formal flowers so old as to be striking in its originality, was appropriately named the "Virginia." Then there was a lovely pattern of autumnal brambles and bracken, and countless others quite as worthy of notice, did space permit. All these linens are double-width and most



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A WELL-PLANNED WINDOW SCHEME.

moderately priced, and the cretonnes are equally beautiful. Messrs. Williamson and Cole's curtains are fascinating. Among them I noted particularly one in deep cream satin cloth—almost a dull biscuit shade—appliquéd on the lower half with a delicately coloured Chinese design of ho-ho birds and flowers in soft purples, greens, blues, etc. The same idea was also carried out in rep de luxe and Bolton sheeting. Then there were some lovely coloured muslins having a black transparent ground with a mercerised stripe in various colours, and a dado, if one can so describe it, of a solid woven pattern. The "Sunproof" materials, in which Messrs. Williamson and Cole are specialists, are equally satisfactory. Not only can one get them in a huge range of eminently satisfactory colourings, but also in every conceivable texture and weight, from the airiest cotton to a soft, heavy velvet, and practical experience has proved them really fadeless. The carpet department should on no account be overlooked, for here are some beautiful things; Persian designs interpreted in English Wilton; art carpets, simple, well woven and finished; Axminsters with the delicate charm of original Aubussons, and rugs (guaranteed fadeless), mattings, linoleums and floor-coverings to suit every requirement and purse.

L. M. M.



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## O'ER FIELD AND FURROW.

### THE PYTCHLEY AT BRAUNSTON.

It would not be far from the truth to say that from Braunston Gorse there have been more fun and more incident than from any other covert in the Hunt. Certainly whenever one turns over ancient or modern hunt history Braunston, Staverton and Shuckburgh take up most space in its pages, and once Braunston has come near to making history. There was a good fox well hunted; there might have been two, but that is a matter on which I am disinclined to dogmatise. It is always possible that one good fox may suffice for a long hunt if he is not unduly pressed at first. There is no limit to the staying power of a dog fox in his prime, and at first there was no pressure; hounds hunted and hesitated and again drove forward on the line, crossing the famous brook—the scene of so many catastrophes and triumphs—the brook at which I have seen some of the best men and horses foiled. Nevertheless, in spite of a not too favourable scent, hounds kept pegging on till Shuckburgh was reached. Here matters brightened up and hounds ran well to the Bicester covert of Dane Hole, and then, still working to the left, round to the gates and grass of the Fausley country into the Wood Yard, where foxes not seldom have sought refuge, and passed from that on to Badby Wood, where hounds killed the fox they had so well earned after just three hours of hunting.

### THE SOUTH DEVON.

Mr. J. A. Cooke Hurle has been appointed Master of the South Devon Hunt. The new Master is just completing a record season in the New Forest, in the course of which the joint-masters, Mr. J. A. Cooke Hurle and his brother, Major E. Cooke Hurle, have killed a record number of foxes and, what is better still, had a quite notable number of brilliant runs. It is understood that the South Devon country will own a pack of hounds once more. The pack were sold some years ago, according to the wish of the then Master, and Mr. Brunskill, who has just retired, also preferred to have his own hounds. I understand that Mr. Cooke Hurle will bring with him some hounds from the New Forest, and the committee of the South Devon hounds will purchase others from funds in hand, so that the country will have a pack of its own. The South Devon is not altogether an easy country for hounds, and, according to the old axiom, the more the difficulties the more blood there should be

in the pack, I know that Mr. Cooke Hurle believes in Belvoir blood and Belvoir type for hard work and a rough country, and attributes some at least of his success in the Lamerton country to his adherence to Ragman and other famous lines of Belvoir working blood.

### THE QUORN.

Sport improved greatly in the grass countries during the past week. The Quorn, meeting on Monday in the very best of their Monday country, were lucky to find an outlier. The pack got a good start and it was soon clear that they had lighted on one of the scenting days of the season. Straight for the river they ran, and then, again running alongside the railroad, turned just short of Frisby, back across the river. This held up the field, who had hitherto been galloping and, in some cases, jumping freely. A slight check on the far side of Hobby and Asfordby had enabled the huntsman and the leading men and women to get on terms once more. The pace was well sustained and told its tale in the number of falls up to the Master's home at Saxelbye Park, whence a sharp right-handed turn took them to Wray. While they were trying to get him out the fox lay quiet, but when his enemies withdrew he slipped out and away over the fields towards Cant's Thorns. After some turning and twisting the pack ran into a thoroughly beaten fox in a farmyard at Saxelbye Village. It had been at once a capital gallop and a most interesting hunt; more than once the fox seemed to have beaten his pursuers, and near Grimstone Station many people thought he had beaten the pack; but the huntsman, George Leaf, was equal to the occasion and, putting hounds right, received his reward in the end. There was a second capital gallop, but only for those who had second horses. Mr. Brooke tried to emulate Brooksby's famous exploit of swimming the Wreake, but, less fortunate, struck the opposite bank, where the horse could obtain no foothold to scramble out, so the rider had to dismount and get out as best he could, while the horse swam down the stream till it could clamber out. Many Quorn followers will miss the famous horse, Harry Porter, on which the Master has so often shown the way. Close at home in Saxelbye Park the good horse put his foot into a rabbit-hole, fell and broke his neck.

X.



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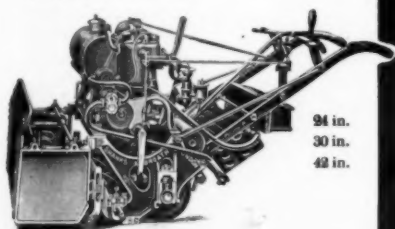
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Cut for Inspection.



## FOR TOWN AND COUNTRY.

### A BEAUTIFUL BILLIARD-ROOM.

THE artistic aspect of the average billiard-room is usually made so entirely subservient to its uses that it is practically non-existent. That the sacrifice is unnecessary is, we think, strikingly illustrated in the billiard-room by Messrs. Liberty and Co. which we illustrate on this page, in which, although every utilitarian requirement is provided, there is a definite decorative scheme which at once lifts the room above the commonplace. The walls



A BILLIARD-ROOM OF DISTINCTION.

are covered with sheepskins tanned a rich tobacco tint, and the oakwork at the end of the room is stained an harmonious brown, while an ivory-tinted frieze and ceiling of simply ornamented plaster-work give suitable relief to the deep colour below. An excellent and less costly alternative for the sheepskin would be a vellum paper treated to resemble leather, and giving a similar effect. Even the lamps and their supports—usually frankly ugly adjuncts to the table—have been brought into harmony with the general design without any loss of utility. Another fine billiard-room by Messrs. Liberty has oak-panelled walls, the panels treated with a simple fluting and separated from the frieze by a beautifully carved cornice. In both these rooms a raised portion by the fireplace is reserved for card tables, etc., and the whole scheme of decoration in each case is remarkable for its carefully maintained harmony of tone and style. Messrs. Liberty's furniture galleries contain numerous other rooms decorated and furnished with equal success for various uses, and appealing to widely divergent tastes.

### MODERN ETCHINGS AND AQUATINTS.

It must be conceded by the most enthusiastic admirer of etching that pure line-work does not appear at its best when put to decorative purposes. The very fineness and delicacy which makes an etching such an exquisite thing in the hand renders it ineffective on the wall unless reinforced by some tone process. Of these aquatints is by far the most satisfactory. The whole work is in the hands of the artist instead of being in part relegated to the printer, and it ensures that all impressions taken from a plate shall be identical. After the revival of etching under the influence of Whistler and Seymour Haden it might have been expected that aquatint, which had been superseded for colour work by lithography, and fallen into general neglect, would also revive, but so far only one English etcher of eminence, Mr. Hubert Schroder, has given it his serious attention. Since 1893 Mr. Schroder has been steadily exhibiting at the Painter-Etchers, the Royal Academy and most of the principal exhibitions here and on the Continent. In 1907 his two large aquatints, "Boat-building Slips, Bosham," and the "Boat-building Yard," exhibited at the Paris Salon, were bought by the French Government for the National Collection of Etchings. The quality of the latter work can be seen in our reproduction. Mr. Schroder has not only revived aquatint, but has carried it, by methods of his own, far beyond any point reached by earlier men, and the "Boat-building Yard" has the depth and glow of a fine old oil painting allied to the purity of line distinctive of the etching pure and simple. His direct style and absolute freedom from mannerisms is most happily displayed by the subjects he elects to portray. No one could accuse his work of monotony, although one scarcely likes to apply the word "versatile" to a man whose seriousness is justified by his success. Mr. Schroder's future work will, no doubt, display even further brilliance of effect, but in charm it can scarcely surpass that which he has already achieved.



BOAT-BUILDING YARD, BOSHAM.

requirements. In exposed situations they also make an admirable shelter for young poultry, and one of their latest uses is for training jumpers, for which purpose they are now being shipped to the Continent in large quantities. In fact, they may be put to any purpose requiring a light, close fencing, and from their moderate price and adaptability are a most economical investment.

### A UNIQUE ROYAL APPOINTMENT.

The Carron Company of Carron, Stirlingshire, have just been honoured with a Warrant of Appointment as Grate Manufacturers to His Majesty. This is a distinction of which the company may well be proud, for it has never been known to have been conferred on any firm engaged in the iron-founding industry before. It is certainly appropriate, for this old-established firm have supplied their famous grates to Holyrood, St. James' Palace and other Royal palaces, and have been visited by numerous Royalties, including His late Majesty King Edward VII. when Prince of Wales.

### AN EXCELLENT RECORD.

Messrs. Alfred Goslett and Co., Limited, 127-131, Charing Cross Road, W.C., announce a dividend of 10 per cent. on the Ordinary and Participating Preference Shares; £1,000 is placed to reserve, bringing it up to £8,000, and £204 is carried forward.

### VAN-HORSES AND THE WAR OFFICE.

The London Van-horse Parade Society will hold its tenth annual parade in the Inner Circle, Regent's Park, on Easter Monday, March 24th, and for the first time in its history will receive recognition from the War Office, since both Colonel Seely and Mr. Walter Runciman, M.P., are expected to be present. Lord Lonsdale has consented to officiate as one of the judges, and as a result of the recent enquiry into the horse supply of the country, special arrangements are being made to hold what will probably be one of the biggest trade horse shows ever held in England. Full particulars may be obtained from the hon. secretary at the offices of the society, 1, Bridge Place, Belgrave Road, S.W.

### FIFTY YEARS AGO.

In connection with the jubilee of Queen Alexandra's arrival in this country, and the celebration of the fiftieth anniversary of her wedding-day, it is interesting to note that the preliminaries of Her Majesty's marriage with the late King Edward VII. were arranged at the Alexandra Hotel, Hyde Park Corner, which is named after her. The arrangements were made by Baron Bliven Finicke, brother-in-law of the late Queen of Denmark and uncle of Queen Alexandra, who stayed at the hotel for several weeks, and was in constant communication with the late Duke of Cambridge on the subject of the Royal marriage. The story goes that the Baron and his suite were so pleased with the success of their mission that they left a number of jewels and decorations behind them on their departure, and never discovered their loss until the manager of the hotel had sent the articles to the Danish Embassy.

### SHELTERING OUTDOOR PLANTS.

As every gardener knows, incalculable havoc is wrought among delicate shrubs and young plants by the blustery gales of March, not only by snapping branches and buds, but also by the loosening of the roots. When, in addition, the temperature falls as it has done during the last few days, the damage often becomes irreparable. A portable screen of some kind, which can be moved with the wind, is the only real means of protection, and one of the most convenient and sightly things of the kind is a closely woven hazel hurdle, which has been put on the market by Mr. Haigh of Station Place, Letchworth. These hurdles are made in various sizes, but the stock size, 6ft. long and 3ft. high, will meet most



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